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Newfoundland.



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NEWFOUNDLAND

IN

1900.

A Treatise of the Geography, Natural Resources and
History of the Island, Embracing an Account of
Recent and Present Large Material Movements,
Finely Illustrated with Maps and Half-tone
Engravings.

"The Scenic Attractions of Newfoundland are Great in Diversity and
Beauty, and its Summer Climate is Delightful."

New York: The South Publishing Co.
St. John's, N. F.: S. E. Garland.

1900.



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INTRODUCTION.

After an isolation of 400 years, the people of Newfoundland have, by the completion of the Trans-Insular Railway, been brought in touch with the outside world. During this long period the conditions of life were most primitive. Until a date quite recent the colony was without roads, without agriculture, without manufactures and without the most ordinary conveniences.

To the inhabitants of Newfoundland through all those dreary centuries there was not even the boon of an alternative. Their sole and inevitable fate was to dwell on the rock-bound coast and follow the treacherous main. Here generation after generation has existed, confronting the pitiless rigors of the climate and the terrors of the sea. To endure and survive these extreme hardships and perils, implied more than a mere rude subsistence. It was from this hard discipline of privation and self-sacrifice that heroic qualities were evolved. This is the reward, of far greater worth than all material gains, which Nature gives to those who abide with her and whose destinies are in her keeping.

If those whose lives have been cast amidst the stirring scenes of this fast-advancing age, coming to this peaceful land, have new and valuable ideas to impart, so have they in turn much to gain. To rest for a time from life's warfare

amidst these tranquil scenes is to gain new health and nobler aspirations. It is to realize the true import of life.

Newfoundland is no longer a remote and an inaccessible island. It can now be reached in a few hours by rail with all the comforts of modern travel, save a six hours sail in an elegant steamship. Warm suns, genial skies and the bright landscapes of a fair country await the comer, and this welcome is emphasized by an earnest and a kindly people, who, like other earthly pilgrims, are struggling along the rugged path of life, toiling, hoping, aspiring amidst successes and defeats, in sunlight and in gloom, for the better days to come.

At no period in its history have the prospects of the colony been so bright as at the present time. The railway has wrought a change in its internal affairs and in its relation to the world at large, which involves a material and social revolution. New men, new life, new industries and new customs are the inevitable results that must come from this great public work.

This book appears at the dawn of this advancing movement, with the purpose and the hope of aiding in its progress. It is a concise statement of history and development presented in attractive form and is commended to seekers for information of this ancient colony, of whose auspicious destiny it is prophetic.

The Rev. M. Harvey, LL.D., F. R. S. C., whose writings have enriched the literature of the colony, is the author of the within text.



HER IMPERIAL MAJESTY, QUEEN VICTORIA.

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NEWFOUNDLAND.

CHAPTER I.

HISTORICAL OUTLINE.

THE History of the Island of Newfoundland presents many points of great interest, and connects itself closely with that of both England and America. Its story begins only five years after the discovery of America by Columbus. In 1497, John Cabot the discoverer of North America, touched these shores on his first memorable voyage, and made known the existence of this great island. Eighty-six years afterwards, England formally took possession of the island which was hers already by right of discovery, and here Sir Humphrey Gilbert first raised the flag of England in the New World and planted the first English Colony. England achieved her first success in maritime discovery and colonization here. Besides, it was in prosecuting the rich fisheries in its encompassing waters that English sailors first learned how to rule the waves, and thus were laid the foundations of England's maritime supremacy.

To guard and extend these fisheries, colonies were first planted on the North American continent, and thus the beginnings of Anglo-Saxon occupation of these vast territories were secured. The history of Newfoundland connects itself closely with the great struggles between England and France for the possession of North America which ended in the capture of Quebec by Wolf in 1759. During the continuance of the great duel between the two nations the French made many

attempts to obtain and hold possession of Newfoundland, but by the treaty of Utrecht (1713), they renounced all territorial rights in the island. Unfortunately however, they were granted permission to fish and dry their fish on a portion of the coast, about 700 miles in length, a concurrent not an exclusive right; and afterwards the islands of St. Pierre and Miquelon at the mouth of Fortune Bay were ceded to France for the shelter of her fishermen. The treaty rights thus given to the French have been a great drawback to the prosperity of the colony, and are still a serious incubus on its progress.

After the days of Sir Humphrey Gilbert (1583), various attempts were made to colonize the island, but without any marked success. The names of John Guy (1610), Sir George Calvert (1623), and Sir David Kirk (1638), figure among the colonizers.

In 1615, Captain Richard Whitbourne was sent out by the Admiralty of England to establish order among the fishing population; and in 1622, on his return to England, he published a book called «A Discourse and Discovery of Newfoundland.»

All this time, however, a race of hardy industrious men were gradually, though slowly, settling themselves on the shores of the island, attracted by the rich fisheries. These fisheries were at first carried on by migratory fishermen from England, who spent the summer in fishing, and returned on the approach of winter. As many as 200 English vessels, mainly from the west of England, employing 10,000 men and boys, frequented these waters from 1600 onward. These fisheries were declared to be «the stay and support of the west counties of England,» and «the fisheries were worth £100,000 annually to British subjects,» an immense sum in those days. This lucrative fishery was carried on by certain English «merchant adventurers»



RT. HON. JOSEPH CHAMBERLAIN, M. P.,
Secretary of State for the Colonies

as they were called who made it a monopoly, and in order to do so they induced the English government to pass laws prohibiting settlement in the island and compelling all fishermen to return to England at the close of the fishing season.

It was made a penal offence to enclose or cultivate the smallest piece of ground. Without a special license, no house could be built or repaired. These absurd and oppressive laws, preventing the settlement of the island, were in operation for more than 150 years, and it was not till the beginning of the present century that the last of them were swept from the statute book. The celebrated «Fishing Admirals» were the administrators of the law and oppressed the people sorely.

All this time, however, a sturdy, industrious population in spite of these cruel laws, were settling and making homes for themselves around the shores of the island. They held their ground and increased in numbers, and courageously fought the battle of freedom. England at last awoke to the injustice and cruelty of these laws, and they were gradually repealed; but so late as 1799, houses were pulled down in St. John's by order of the Governor because built without a license, and the restrictions on building and enclosing ground were not entirely removed till 1820. Only then did progress become possible. In 1804, the resident population numbered only 20,500.

In 1832, England granted to the Colony the great boon of representative government, and in 1854, responsible government. Progress was rapid. Roads were made, bridges built and provision was made for the establishment and maintenance of education. The country began to be explored and opened up. A geological survey of the island was begun in 1864, and its natural resources were found to be great.

The first copper mine was opened in 1864, and was speedily followed by others. In 1866 the Atlantic cable found a resting

place on the shores of the island, and connected it with England and America.

Steam communication direct with Europe and America was established in 1873; and in 1884 the first railway, eighty-three miles in length, between St. John's and Harbor Grace, was opened.

In 1893, a contract was made for the construction of a trans-insular railway from the capital to Port-aux-Basques (548 miles), over which regular trains began to run on July 24, 1898, and a fine steamer in connection with it, makes the run across Cabot Strait to North Sydney, Cape Breton in six hours. Iron and copper mines are now worked in various localities. The population (1898), is about 210,000.

A fine dry dock is built in St. John's. The annual value of agricultural products is over \$750,000, and the value of land under cultivation, together with the cattle, sheep and horses, over \$2,500,000.





SIR HENRY E. MCCALLUM,
Governor.

CHAPTER II.

GEOGRAPHICAL OUTLINE.

The geographical position of the island is unique and singularly important and commanding. Anchored at no great distance off the North American continent, and stretching right across the entrance of the Gulf of St. Lawrence, to which it affords access at both its northern and southern extremities, it might be regarded as a place of arms, and defence, for the power that holds it possesses the key of the St. Lawrence. It may be compared to a huge bastion thrown out into the North Atlantic, which if duly fortified and armed, could be made the Gibraltar of the surrounding seas. Its southwestern extremity is within sixty or seventy miles of Cape Breton, which is substantially the eastern point of Nova Scotia, while its most eastern projection, Cape Spear is but 1,640 miles distance from Ireland. Thus it forms as it were a stepping stone between the Old World and the New. In regard to size it counts tenth among the islands of the globe. Its greatest breadth is 216 miles, and its greatest length about the same; its area is 42,000 square miles. It is almost equal to the Empire State of New York; twice the size of Nova Scotia, and one-sixth larger than Ireland. In shape it is roughly triangular, having a wide southern base between Cape Race and Cape Ray, and a long narrow apex, called Petit Nord, towards the north.

Three large peninsulas project from the main body of the island. The largest of these, the peninsula of Avalon, is almost severed from the main portion of the island, by the two

large bays of Placentia and Trinity, which are separated by a narrow isthmus, in one place but three miles in width. The Avalon peninsula is further divided by the two bays of St. Mary's and Conception. Owing to its extensive frontage on the Atlantic, its numerous harbors, and its proximity to the best fishing grounds, Avalon is the most thickly populated and commercially important part of the island. The northern peninsula—called Petit Nord by the French—runs up long and narrow almost to Labrador. The smallest peninsula of the three, projects southerly between the bays of Placentia and Fortune. There is also a small peninsula called Port-au-Port, on the west coast.

The first sight of the coasts impresses the traveler unfavorably. It is what is termed "rock bound," or rather we might say it is a great wall of rock, now shooting up into peaks, now breaking into fissures, now presenting dark frowning cliffs, bold promontories, and headlands sculptured into grim fantastic forms by frost, storms, and blows of Atlantic billows. At intervals these rocky walls are cleft by deep bays running many miles inland, studded with verdant islands of all shapes and sizes, and often fringed by dark green forests. These great fiords, strikingly resembling those of Norway, are scenes of beauty such as are rarely surpassed in the most favored lands of the globe. On leaving the rugged coast-line we find the outer interior to be a hilly country with eminences of no great elevation. The inner interior is a elevated undulating plateau traversed here and there by ranges of low hills, the surface being diversified by valleys, woods, countless lakes and ponds, and numerous marshes, which are generally shallow and could easily be drained. A large part of the surface of the island is covered with these lakes and lakelets, abounding in trout and other fishes.



Hon. Robert Bond, Premier and Colonial Secretary.



Pastoral Scene.

MOUNTAIN AND HILL RANGES.

All the great hill ranges have a N. N. E. and S. S. W. trend, and all the other great physical features of the country, such as the bays, larger lakes, rivers and valleys have a similar direction, the cause of this conformation being doubtless glacial action. The most important range of mountains is Long Range, which commences at Cape Ray, and runs in a continuous chain in a northeasterly direction for 200 miles, terminating in the Petit Nord peninsula. The Cape Anguille Range, and the Blomidons are also on the west coast; and the Black River, North Harlock, Sawyers and Chissel Hills on the east side of the island. The Avalon peninsula is traversed by an eastern and western range. Over the interior are distributed a number of isolated sharply peaked summits, which spring abruptly from the central plateau. They bear the local name of «Tolts.» Some of the most conspicuous of these are Hodge's Hill on the

Exploits (2,000 feet), Mount Peyton (1,670 feet), west of Gander Lake, Lobster House, and Mount Musgrave.

RIVERS AND LAKES.

The three largest rivers are the Exploits (200 miles long), falling into Exploits Bay; the Humber (70 miles), falling into Bay of Islands, and the Gander (100 miles). There are numerous smaller streams entitled to rank as rivers.

Grand Lake is the largest in the island (56 miles); Red Indian Lake (37 miles), and Gander Lake, through which a river of the same name flows (33 miles). The scenery of these lakes is generally very fine. The forests are along the valleys traversed by the various rivers and streams.





Hon. W. H. Horwood, Minister of Justice.

CHAPTER III.

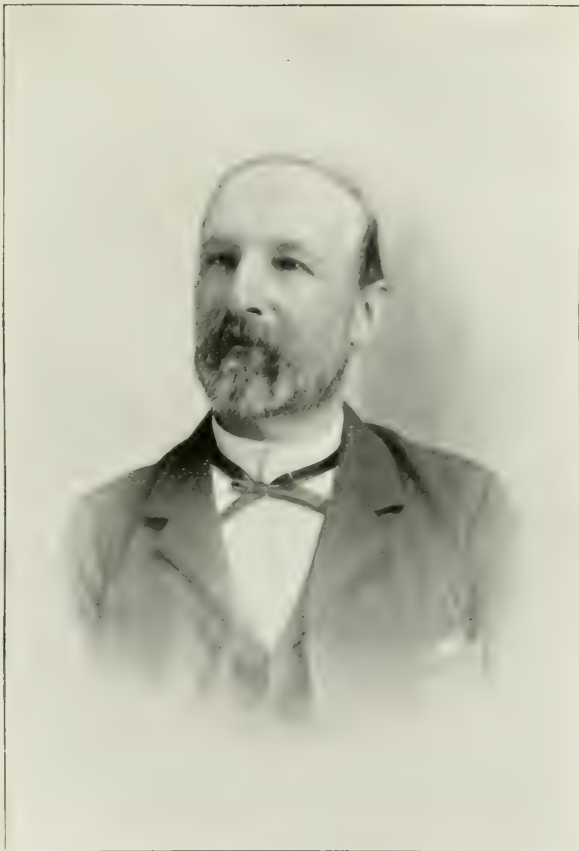
CLIMATE.

Erroneous ideas regarding the climate are quite as prevalent as the delusions in reference to the soil and its natural products. The bulk of outsiders still fancy that the island is enveloped in almost perpetual fogs in summer, and given over to intense cold and a succession of snow storms in winter. It is true that it partakes of the general character of the North American climate, and is therefore much colder than lands in the same latitude in the Old World, but in the American sense of the term, it is by no means a cold country. Winter sets in as a rule in the beginning of December, and lasts till the middle of April. During this time a snow-mantle of greater or less depth usually covers the ground; but winter is the time for social enjoyments of all kinds, and is far from being unpleasant. Springs are late owing to the Arctic current, but when warmth comes, vegetation is very rapid.

Being insular, the climate is variable and subject to sudden changes. The intense summer heats of the United States and Canada, and the fierce colds of their winters are alike unknown. It is but rarely and then only for a few hours, that the thermometer sinks below zero (Fahr.) in winter; and in summer it is but occasionally that 80° are reached. That the climate is salubrious is evidenced by the robust, healthy appearance of the people, and the great age to which numbers of them live. The Arctic current washing the eastern shores shortens the summer. Fogs are confined to the Great Banks, and to the south and

southeast shores. The western coast has a much finer climate than the eastern, and in the spring the vegetation is generally a month in advance of the eastern. Fogs are almost unknown in western Newfoundland and in the interior. The summer though short is generally delightful. The heats are never oppressive and the nights always cool, days bright and balmy often succeed each other for weeks together. Those who wish to escape from the relaxing and oppressive heats of the continent will find an agreeable refuge here. September and October are generally pleasant months, in which the sportsman can enjoy himself in pursuit of caribou, ptarmigan, snipe, curlew, etc. Tornadoes and cyclones are unknown, and thunder storms are rare. Usually the autumn is prolonged into November, and the snow seldom covers the ground permanently till near Christmas.





Hon. John Cowan, Minister of Finance and Customs.

CHAPTER IV.

SCENERY.

Until somewhat recently the prevalent idea was that the interior of the island was little better than the «Great Dismal Swamp,» full of bogs, repulsive rocks, barren wastes, with here and there a few patches covered with a stunted forest growth, and the whole generally shrouded in a curtain of fog. Fifty years ago, such was the picture of the island as it presented itself to the mind of outsiders. Only within a recent period have these mistaken notions been dispelled and the reality made known. Now that the island has been opened up it is found that it contains large areas of fertile land, great forest growths along its valleys, noble mountain and hill ranges, and some of the most beautiful and enchanting scenery in all this beautiful world. The consequence is that every year witnesses an increasing number of visitors from the outside world—tourists in search of the picturesque, travelers, explorers, health seekers and sportsmen, who carry back with them glowing reports of this «gem of the western world.» Now that a trans-insular railway, with several branches, belts the island, bringing it within six hours steaming of the neighboring continent; and that steamships have rendered its shores accessible from all quarters, an increasing throng of visitors, especially from the United States and Canada, are finding their way to this newly-foundland, to enjoy its unique scenic beauties, and drink in its health-giving breezes, laden with the breath of ocean. No traveler or tourist ever returns disappointed, but

on the contrary they declare that the half had not been told. A favorite travel-route, now that the new railway to Port-aux-Basques has been completed, will be via North Sydney, Cape Breton. From this port, as will be shown later on, the splendid steamer «Bruce,» fitted up with every comfort and luxury, conveys passengers ninety-three miles across Cabot Strait in six hours, and lands them at the western terminus of the railway, Port-aux-Basques. The distance from this point to St. John's by rail is 548 miles. The railway passes through the best part of the island, and by it the finest scenery, the best sporting and fishing grounds can be reached, and at different points connection can be made with steamers plying on the various fiords where some of the grandest scenery is to be found. These bays stretching inland from fifty to ninety miles, exhibit a wonderful variety of views along the great arms which project in all directions, and are the paradise of artists. Along their shores, the lofty cliffs are reflected in their clear bright waters, and countless islands, sometimes of extraordinary beauty, stud their bosoms. They bear a striking resemblance to the fiords of Norway, and their scenery is often not less magnificent. Indeed, both countries present so many points of resemblance that Newfoundland has been justly named «the Norway of the New World.» Newfoundland, like Norway, has a short but beautiful summer, bright skies, exhilarating atmosphere, a quaint people abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, worthy of the study of inquiring travelers. Both countries are pierced by great watery ravines presenting scenes of rare beauty. Norway was once as little known as Newfoundland and its beauties as little appreciated; now it is the resort each summer, of numerous travelers from all parts of the world, and by its fine system of roads, it has been



Hon. E. P. Morris, Q. C.,
Late Leader Third Party Legislative Assembly.

rendered readily accessible. The turn of the "New World Norway" has come at length.

As a sanitarium, or health resort, Newfoundland is likely to take a high place, when once proper accommodations for travelers and invalids are provided, and for this, arrangements are now in progress. There is something peculiarly balmy, soothing and yet invigorating in the summer breezes, whether on sea or land, cooling the fevered brain and smoothing the wrinkled brow of care. After a few weeks near the coast, inhaling the salt sea breezes and exposed to the life-giving rays of the sun, the invalid who has come with shattered nerves and fluttering pulse returns with a new supply of iron in his blood, and a sense of well being which makes it a luxury to live. To escape from the sweltering summer heats of New York, Boston, Chicago or Montreal, and to breathe the cool pure air of Terra Nova; to climb its rocky heights, or wander over its plains and "barrens" bright with wild flowers; to ply the angler's rod or bend the oar in the clear water of its countless lakes, or to explore one of the great fiords amid the wildest and grandest scenery - all this is to the smoke-dried inhabitant of one of the great cities, like passing into a new and better state of existence, and enjoying for a time a purer and better life.

The opinion of two distinguished Americans, who have both traveled very widely, may be quoted in regard to the scenery. Professor Albert S. Bickmore, of the American Museum of Natural History, New York, after a tour in Newfoundland, wrote: "In regard to beauty and grandeur of scenery, health-giving climate and general attractiveness for those whose energies have been lowered by city life, and who seek to recuperate, few countries could surpass Newfoundland. If it were better known hundreds of Americans would every

year find their way here. In addition to scenery and pure air, you have salmon and trout fishing to an unlimited extent; and in the fall snipe, curlew and ptarmigan shooting as well as deer stalking, boating on the lakes, driving or walking over its breezy hills; picnicing in such places near St. John's as Petty Harbor, Middle Cove or Topsail; sketching or photographing your rare scenery, drinking in the oxygen of an atmosphere which at every breath quickens the pulse and puts color in the cheek - what more could the heart of man or woman tourist ask for?»

Professor Hyatt, of Boston, one of the most eminent scientific men of the United States, spent a summer on the west coast, in geological explorations. He wrote as follows regarding the scenery: «The weather favored us while in Newfoundland. We were not detained by fogs and had very few adverse winds. The scenery was superb, and has made all other countries we have passed through since, seem tame and unpicturesque, except indeed the steep mountain cliffs of Cape North, and the vicinity in Cape Breton. I never expect to get so much pleasure combined with intellectual profit out of any future trip. Port-au-Port is a paradise for the artist as well as for the geologist; and the same may be said of Bonne Bay and Bay of Islands. * * * * The climate, vegetation and lovely harbors make the trip along this part of the route a series of delightful surprises.» The Professor took photographic views of the most striking scenery as they passed along the coast, and obtained a series of most beautiful pictures of scenes which were never before photographed.



Hon. L. O'B. Furlong.



Hon. Geo. Knowling.

CHAPTER V.

FISHERIES.

The fisheries of Newfoundland constitute the staple industry of the country. The gathering in of the great sea harvest has been and will long continue to be the main employment of the people. In recent years other industries have been introduced and will continue to expand; but by fishing the bulk of the people have still to earn their daily bread. On the exports of fishery product, the trade of the country mainly depends, and these constitute nearly four-fifths of the annual exports. Out of a population of 210,000, about 56,000 are engaged in catching and curing fish, and 12,000 in all other occupations. The mean annual value of the fishing exports, in recent years, has been about \$6,600,000. To this, however, must be added the value of the fish consumed by the people in the country, estimated at \$400,000, so that the average annual value of the fisheries of the country is about \$7,000,000. The total value of Canadian fisheries, including the salt water, lake and river fisheries, is about \$19,000,000. The annual value of Norwegian fisheries is about the same as that of Newfoundland; of United States fisheries, \$14,000,000. The value of the whole British American fisheries, including Newfoundland, is over \$25,000,000. British European fisheries are estimated at \$36,000,000.

Cold water seas are essential to the life of the commercial food fishes. In the tropical seas, or even the warm waters of the Gulf Stream, they could not exist any more than the Arctic hare could thrive in the Torrid Zone.



St. John's.



On the Humber.

washes the coasts of Labrador, Newfoundland, Canada and part of the United States, chilling the atmosphere and bearing on its bosom huge ice-argosies, is the source of the vast fish-wealth which has been drawn on for ages and which promises to continue for ages to come. Wanting this cold river in the ocean, the cod, seals, herrings, mackerel, halibut, hake, etc., which now crowd the northern seas, would be entirely absent.

But this cold current also brings with it the food on which these fishes thrive, and which can never be exhausted. The ice-laden current from Baffin's Bay brings with it those forms of marine life, from the diatom to the minute crustacean, to the crab and prawn, together with the molluscous animals, and star-fish in profusion. The «slime-food,» as it is called, sustains the minute crustaceans, and these, in turn, furnish food for the herring, which are abundant on the shores, in the bays, and

especially on the Great Banks. The herring, with multitudes of squid, caplin, etc., are devoured by the cod. When the cod is assimilated by man, the great circle of nature is complete. As long as the Arctic current flows the cod fishery of Newfoundland is assured.

COD FISHERY.

In Newfoundland by far the most important fishery is that of the cod. The product of this fishery constitute nearly three-fourths of the whole fishery products of the colony. It is the largest cod fishery in the world. The cod exports average 1,350,000 quintals, of 112 pounds each, per annum. The cod are taken on the shores of the island, on the Great Banks, and on the coast of Labrador. About a fourth of the whole cod export is taken on Labrador. The Bank fishery is now mainly carried on by the French from St. Pierre, and the Americans from Gloucester, Boston and other fishing centres. Only a



On the Humber—Flat Bay, Brook Bay, St. George.



On the Humber.

small number, comparatively of Newfoundland vessels, take part in the Bank fishery. In 1896 there were employed in this fishery forty-eight vessels, tonnage 2,652, and 616 men.

Although, in many localities, there have been in recent years, symptoms of declining cod fisheries, such as give grave reason for anxiety, yet the natural conditions are such that the sea harvest can never entirely fail, though it varies greatly, being dependent on winds and weather. The cod is a local fish, and in its migrations passes from the deep waters where it winters, to the shallower and warmer waters near the shore for spawning purposes. The danger lies in over-fishing any locality and taking immature fish before they have reached the reproductive stage. Implements of a deadly and destructive nature are too often used, such as bultows, and also nets with small meshes which destroy the young fish. Close seasons also are not carefully observed. All these injure the cod fishing, so that now, although many more than formerly are engaged in it, the catch is stationary or declining.

Until 1890 there were no properly enforced rules and regulations of the fisheries, but at that date the government and people woke up to the necessity of regulating and protecting them. A Fisheries Department was organized and the services of an able scientific superintendent of fisheries was secured. Artificial propagation of cod and lobsters was commenced and carried on upon a large scale; proper rules were drawn up and enforced. The result has been highly beneficial, and it may be reasonably hoped that under this more enlightened plan, the decline in the fisheries will be arrested and a gradual restoration to former productiveness will be secured. With a vigilant and skillful supervision and a greater care in curing, these fisheries have a brighter future before them and will become increasingly a source of wealth to the country. The



On the Exploits—Little River, West Coast.

demand for codfish is not likely to fall off. Catholic countries alone, in connection with the season of Lent, and the weekly fast on Friday's, spend annually more than \$3,000,000 in the purchase of Newfoundland codfish. Under the new and improved methods of curing and packing, the use of codfish is extending. The preparation known as "boneless codfish," in which, after the removal of bones, skin, etc., the fish is divided into strips and packed into neat boxes, has met with wide appreciation. A more recent method, and one that promises to secure a wide success, is that of removing all the bones of the dried codfish and grinding the fish into a fine meal which is put up in tin cases containing from one to three pounds each. Labels on the cases contain directions for cooking. The meal will keep in any climate and is easily cooked. It is most palatable and much more economical than the old method of preparing dried cod for the table.

Every portion of the codfish is now turned to economic account. The liver yields oil having valuable medicinal properties. The finest glue is made from the skin of the codfish, and



S. S. Kite,
199 tons,
Capt. Young

S. S. Algerine,
228 tons,
Capt. Kneeb

Brig'n Imogene,

S. S. Terra Nova,
495 tons,
Capt. Jackman,

S. S. Aurora,
386 tons,
Capt. Kean,

Steam Launch
Eagle,

Sealing Fleet—Bowling Brothers.

from the bones and head a valuable fertilizer is produced. Railways, in cod-consuming countries, such as Brazil, Spain and Mediterranean countries, by cheapening its transport into their interior are increasing its consumption. To the inhabitants of warm countries the dried cod furnishes an article of food which they regard as almost indispensable. Thus a cod-producing country like Newfoundland possesses in this industry a source of prosperity that can never fail, and which the fluctuation of trade or the caprice of fashion cannot seriously affect. The best policy for Newfoundland is to cherish and develop her cod fishery, for in it her people have a reliable mainstay. An experiment is soon to be tried on a large scale by which the cold storage system is to be used in conveying the fish fresh to market. Time alone will tell whether this method will



Salmon Fisherman's Camp.

achieve success; but should it do so the value of the fisheries will be greatly enhanced.

SEAL FISHERY.

Next to the cod fishery the most valuable is that of the seal. While the cod fishery has been prosecuted for 400 years the seal is not more than 100 years old. The attention of the people was so absorbed in the pursuit of the cod in earlier years that they neglected the oleaginous treasures which the great ice fields, floating south, brought within their reach.

It was not until the beginning of the nineteenth century that the seal hunters began to force their way through the crystal ramparts by which Nature had so long protected these helpless innocents. In fact, the value of the seal for human uses, and the right way of capturing it in these regions were slowly learned. At first seals were taken in nets, which were placed between the shore and some island or rock at no great distance. In their migratory movements in the early part of winter the seals move south along the shore, and by the nets set in these narrow passages a certain number were captured. The next step was shooting the old seals from large boats amid the ice-floes. These boats left port about the middle of April, after the ice had broken up, and as at that date the young seals had left their icy cradles and taken to the water, only a few of the old seals could be reached by the guns of the hunters.

The next step was taken by fitting out small schooners of from thirty to fifty tons carrying from twelve to eighteen men. The vessels were strongly built and fitted to encounter ice. At first they did not leave port till March 21st, but afterwards March 1st became the day for starting on the hunt. The new industry was found to be so remunerative that it rapidly



The Sentinel, Notre Dame Bay.

expanded, till some 400 vessels carrying 13,000 men were engaged in it, and the annual catch sometimes exceeded half a million seals. Then came a decline, and in 1863 all-conquering steam entered the field and the first steamer took part in the fishery. The advantages of steamers were speedily felt, and gradually sailing vessels were superseded, being unable to compete with steamers. In 1882 there were twenty-five large steamers employed in the fishery, having a tonnage of 300 to 500 tons each. Their number has declined, however, and now about twenty steamers are employed, the sailing schooners being reduced to about sixty. The largest load of seals ever brought in was by the «Neptune,» Captain Blandford, whose cargo numbered 42,000 seals, value \$103,750.

The seal fishery is very precarious, being dependent on the winds and waves and the condition and movements of the great ice fields. Of late years the catch has declined and now ranges from 250,000 to 350,000 per annum. Occasionally it falls below 200,000. The value is about two dollars per seal. Seal oil of late years has declined in price owing to the use of crude petroleum and some kinds of vegetable oils in manufactures in which seal oil was once exclusively used. The price of seal skins has, however, advanced.

There is no doubt the introduction of steam has been injurious to the interests of the seal hunters. As in all similar cases the introduction of steam-driven machinery tends to eliminate human hands. The work is now done by fewer men than formerly, not more than half the number of hands being employed, and every year large numbers of men are unable to obtain berths on board the steamers. The cost of fitting out a sealing steamer is great, so that it may be doubted whether, one year with another, capitalists find it a very profitable investment. The prizes, however, are so valuable that in



Herring Fishing.

spite of failures and disappointments the seal fishery will continue to attract enterprising capitalists. The losses of one or two seasons are expected to be made good by the success of a third. Strict rules and regulations now safeguard the fishery, and there is no reason why it should not long continue to be a source of wealth to the country. Its value may now be estimated at from half a million to three-quarters of a million dollars annually.

On the floating fields of Arctic ice, borne on the bosom of the Arctic current, the seals bring forth their young about February 25th. In four or five weeks these «white coats,» as the young are called, are in the best condition for being taken as their fat then yields the finest oil. The daring hunters dash in among these ice masses in their vessels, and when the seal

herd is struck they leap upon the ice, kill the young seals in their helpless condition by a blow on the nose, then with their sharp knives detach the skins with the adhering fat from the carcass, which is left on the ice, while the "pelts" are dragged over the ice to the ship and carried to port where the fat is manufactured into oil and the skins are salted and exported.

HERRING FISHERY.

Had the herring fishery been prosecuted with vigor and skill it would have been second only to the cod fishery. Unfortunately it has been neglected. Little care was bestowed on the packing or cure, so that the article lost character in the foreign market and depreciated in value. The export of late years has not exceeded \$250,000 in value, whereas, according to the opinion of eminent experts, it might be made to yield



Salmon Fishing, Harry's Brook.

\$3,000,000 annually. The quality of the herring is not surpassed by that of any other country, and they appear in enormous numbers. The chief seats of the herring fishery are Fortune Bay, Placentia, St. George's and Bay of Islands; while on the coast of Labrador the finest herring are taken. During the last few years the Labrador herring fishery has been unremunerative, the herring have deserted their usual places of resort. Fortune and Placentia Bays are the seats of a productive winter herring fishery, commencing in the end of November. The herring are generally frozen and conveyed to Boston or Gloucester. St. George's is a spring herring fishery, a small quantity being also taken in August and September. The Bay of Islands fishery is the most valuable next to Labrador. The fish there are the Bank or Labrador herring and of



Near Deer Lake.



Salmon from Harry's Brook.



Exploits River.

the finest quality. Bonne Bay herring are equally good. The Department of Fisheries have been giving much attention to the herring fishery with a view to its resuscitation and improvement. Proper regulations have been enforced and valuable information diffused with good effect.

SALMON FISHERY.

The export of preserved salmon is comparatively small, seldom exceeding in value \$100,000 per annum. It is either pickled or put in hermetically sealed tins. The quality cannot be surpassed. It is taken for the most part in nets in the coves and bays, and in the estuaries of the rivers. The season for taking it is brief, not exceeding six or seven weeks, and commences about the middle of May. The cause of the decline in the salmon fishery has been the reckless and destructive practices in connection with it, which have gone on unchecked

till recently. Human ignorance and greed of immediate gain have wasted and partially destroyed what might be, at this time, one of the most valuable resources of the colony.

«Barring» or closing the mouths of rivers with nets drawn across, at a time when the salmon are ascending to spawn; constructing weirs, traps and dams; sweeping the pools in the rivers with seine-nets; night spearing, and to crown all the pollution of the rivers with saw-dust from lumbering mills, have been carried on for many years by ignorant and reckless persons, till at present in many streams the salmon are almost exterminated, and in others only grilse of four or five pounds weight are found. The Department of Fisheries are now taking stringent measures for the guardianship of the rivers. Wardens patrol the streams during the season to prevent obstructions being placed in them, and to put down unlawful modes of fishing. By enforcing these regulations there can be little doubt that these once splendid salmon rivers will be restored to their former productiveness.



Winter Scene, Manuels.



Steady Brook Falls, Humber River, near Deer Lake.



Herring Neck, Notre Dame Bay.

LOBSTER FISHERY.

The lobster fishery is of comparatively recent origin and dates from 1873, when the first tinning was done. It has received a rapid expansion, especially during the last ten years. It gives employment now to about 5,000 persons; and the value of the export of lobsters is at present from \$600,000 to \$700,000 per annum. The licensed lobster factories number 700 to 800. The lobsters are packed in hermetically sealed tins.

In Newfoundland, as in all lobster producing countries, there is a great danger of these valuable crustaceans being exterminated or the fishery being rendered unremunerative. Over fishing and the capturing of immature lobsters are the causes of the decline. Stringent rules are now enforced, and in addition, the Department of Fisheries are carrying on an extensive system of artificial propagation of lobsters in each of the large bays, with the view of counteracting the destruction



Bonne Bay.

that is now going on and restoring exhausted waters. This is done by means of floating incubators at the different factories. The number of lobster ova hatched by these incubators has been from 400,000,000 to 500,000,000 annually. The results hitherto have been very encouraging; but time will be required to determine the value of the process, as the growth of the lobster is slow, five to seven years being required for its maturity. The floating incubators are inexpensive and easily worked. It is noteworthy that the lobsters are hatched from ova collected at the various lobster factories where they would otherwise have been destroyed. The precious life-germs are saved, brought to life and after a time liberated in the waters. The invention is of immense value not only to Newfoundland, but to all lobster-producing countries.



Mountain Cascade.

CHAPTER VI.

AGRICULTURAL CAPABILITIES.

To many it will be a surprise to find Newfoundland spoken of as an agricultural country. The old idea, still too prevalent, was that the island was a dismal fog-enveloped country whose savage climate and poor soil precluded all attempts at agriculture. This is far from being in accordance with ascertained facts. It is quite true that there are wide tracts in the island, irreclaimably barren; others unfit for arable purposes, though excellent for grazing; and others covered with marshes (most of them reclaimable), and what the people call «barrens.»



Fishing, Harry's Brook.

Lakes and ponds occupy more than a fourth of the entire surface. But the same holds good, more or less, of the United States and Canada where there are vast areas hopelessly barren and that would never repay cultivation. Still, though Newfoundland can never become a great agricultural country, it contains very large areas of good soil capable of sustaining in comfort a considerable agricultural population.

These fertile lands lie in belts, and mainly along the valleys through which the principal rivers run, around the



Little River.

heads of the great bays, and the margins of the smaller streams. In the aggregate, these comprise a very fair proportion of the whole land area of the island. If we take the whole area to be 42,000 square miles, and deduct from this one-third for lakes and ponds we have 28,000 square miles, of which fully a fourth or 7,000 square miles, or 4,480,000 acres are available more or less as arable land or for grazing purposes, and are capable of sustaining a large number of people.

When we add to this the lumbering and mining resources, which will be described presently, it is evident that the interior can support in comfort a large population engaged in farming, lumbering and working the mines of copper, iron, coal, etc. These are no random assertions of enthusiastic optimists; they are borne out by the reports of the Geological Survey conducted by scientific men, who are thoroughly trustworthy, by the reports of the government surveyors, and by the accounts given by residents, intelligent travelers, and others who have visited various sections of the island.

Western Newfoundland, in an agricultural point of view, is by far the most important, having in addition to a large extent of fertile soil, valuable forests, coal fields, gypsum and limestone beds as well as mineral deposits. At Port-au-Port, petroleum has recently been discovered and asbestos in many



On the Humber, "Devil's Dancing Point."

localities. It is the carboniferous section of the country, and the rocks of this formation always underlie good soil. The climate is greatly superior to that of the eastern or southern shores, being out of the range of fogs, and of the chilling influence of the Arctic current. Now that it is traversed by the railway, its great resources will readily admit of development, being easy of access from both east and west. Here are the Codroy valleys, the garden of the country, the valleys around Bay St. George, Bay of Islands and fine Humber valley and Bonne Bay with its magnificent scenery.

The Codroy valleys are about forty miles in length with a width of ten to twelve miles, and an area of 56,862 acres, most of it available for agricultural purposes or for stock raising. There are many miles of good «intervale» land along the river, famous for its fertility. The region around St. George's Bay is destined to become the seat of a large agricultural population. The south side of the bay has been laid out in ten townships containing 340 square miles, of which it was calculated 220 were capable of a high degree of cultivation. The geological formation is chiefly carboniferous, which means that the soil is the best in the country. The district is well watered. The rivers, Crabb, Fishels, Barachois, Robinson's and Flat Bay all flow west into St. George's Bay. Though shallow they are smooth flowing and well stocked with fish. They all run through good land which is covered with large timber, principally birch, spruce, fir and poplar. Crabb's River region is especially fine. It is the northern boundary of a settlement of Cape Breton Scotchmen, who have emigrated to the coast between it and the Anguille Range of mountains during the last twenty-five years. These Scotch people are very thrifty and have here carved out comfortable homes for themselves. North of them, and extending to the Barachois is a large

settlement of Englishmen, who came chiefly from the south coast of the island, and are also fairly prosperous. On Riviere Blanche, a river falling into St. George's Bay near Indian Head, there is a block of rich flat land containing about 22,400 acres.

The peninsula of Port-au-Port gives indications of mineral deposits of a most promising character. Lead, copper, asbestos, chrome iron and lately petroleum are found here. It contains about 100 square miles of land available for agricultural purposes. Here too is the greatest coal field in the island, ten miles by twenty in extent.

Fifty miles north of St. George's the Bay of Islands opens, famous for its magnificent scenery. In its lands, timber and mineral wealth, it is second only to St. George's Bay. It has several arms, the principal being named Humber Sound, twenty-eight miles in length, receiving at its head the Humber River.



Descending Rapids, Humber River.



A Bit of the Railway Track near Deer Lake.

the second largest in the island. This river enters the sound through a narrow gorge nearly three miles in length, shut in by precipitous rocks, which shoot up several hundred feet perpendicularly and present scenes of marvellous grandeur. At the termination of this gorge the Humber River widens, the hills recede and the stream flows through a valley from three to seven miles wide, till the lower end of Deer Lake is reached, twelve miles from the sound. Around it, especially to the eastward and northward, is a fine expanse of flat rolling country stretching away in the former direction towards Grand Lake. It is estimated that the Humber Valley contains 800 square miles, a fair proportion of which is cultivable land.

From the Humber district to Hall's Bay, an arm of Notre Dame Bay, on the northeastern coast, a level plain extends across the island. A chain of small lakes, connected by rivers, extends the greater part of the distance, so that it is easy to travel by boating from Grand Lake to Halls' Bay, with only two short portages. It has been reported by the surveyor that from 5,000 to 8,000 people could settle in this plain with every prospect of making homes for themselves, as farmers, lumbermen or miners. Unfortunately much of the timber on this route has been destroyed by fire.

The River Exploits, 200 miles in length, drains an area of 4,000 square miles, and falls into Exploits Bay, a deep bight on the south coast of Notre Dame Bay. It receives many tributaries in its course. Of the Lower Exploits valley through which the new railway runs, the Geological Report says: "No observant person visiting the valley of Exploits could fail to be impressed with the manifold advantages it presents for the prosecution of industrial pursuits, such as lumbering and agriculture. With a splendid river, abundant timber and a fertile soil, the region that is now a wilderness might by



Humber Scene.

energy and enterprise be soon converted into a thriving settlement, maintaining a large population. The forests consist of pine, spruce, balsam, fir, tamarack, white birch and poplar. The quality of the spontaneous productions may fairly be taken as indicative of a fertile soil." The Geological Surveyor estimated that in the whole of the Exploits valley "there are 512,000 acres more or less capable of supporting settlement, including arable and pasture lands." The same authority stated that the valley of the Gander surpasses even the Exploits; and that including the neighboring Gambo and Terra Nova valleys there is an area of 1,000,000 acres available for settlement. The Gander valley is the finest lumbering section of the island.

The principal of the minor farming districts are in Bonavista Bay, Smith's Sound, Trinity Bay, Placentia Bay, St.



Sunset on the Humber.



View, Bay of Islands.

Mary's Peninsula and especially the Salmonier Arm of that bay. Though much of the peninsula of Avalon consists of thin, rocky or swampy soil, yet there are here and there wide areas of soil which admit of profitable cultivation, and which when duly treated with manure yield excellent root crops of all kinds, as well as oats, barley and luxuriant grass crops. Around St. John's the soil is thin and poor; yet snug farmsteads and well cultivated fields are everywhere visible, and the crops produced show what industry can accomplish.

Perhaps the most satisfactory proof of the agricultural capabilities of the island is derivable from what has been already accomplished. Owing to the causes enumerated in the



Newfoundland Railway.

preceding historical section—the legal prohibition of settlement or reclamation of land up to the close of last century the want of roads, and, till 1884, the want of railways, rendering access to good lands difficult or impossible, and the almost exclusive employment of the people in the fisheries—the progress of agriculture has been very slow. The latest census—that of 1891, shows that only 179,215 acres of land are yet occupied; but it also shows that the value of the growing crops that year was \$1,562,298. Further, the income derived from cattle and other domestic animals, that year was \$732,000 or a total of \$2,295,398. The same census gave the live stock, horses, cattle, sheep, etc., at \$1,189,413.

These are surely creditable results from the very limited industry yet devoted to farming. It should also be remembered that the cultivation of the land is as yet confined to the neighborhood of the towns and villages, and the portion opened by the roads which connect them. There are but few farms more than three or four miles from the sea coast, so that only the poorest portions of the soil have yet been brought under culture and that in regions least favored in regard to climate—the eastern coast.



CHAPTER VII.

CROWN LANDS.

The law which regulates the sale or letting of Crown lands for agricultural, lumbering or mining purposes is of the most liberal character, and well calculated to promote the settlement of the country. Land can be purchased direct from the Government at the upset price of thirty cents per acre, upon condition that the grantee shall within five years from the date of the grant clear and cultivate ten acres for every hundred acres comprised in the grant. Also licenses of occupation of unappropriated Crown lands are issued on payment of a fee of five dollars for each 160 acres, and for not more than 6,400 acres, subject to the condition that the licensee shall within two years, settle upon the land one family for each 160 acres, and for a period of five years cause to be cleared at least two acres per year for every 100 acres so licensed, and continue the same under cultivation for a period of ten years from the expiration of the said five years; and he shall then be entitled to a grant in fee of the said land. Mr. Reid the contractor for the building and operating of the railway, holds large land concessions along the line, offers to sell land on the same terms as the Government thirty cents per acre.

The Homestead Law, one of the most beneficial ever enacted for the farming population is in operation in Newfoundland. By it any person settling in wilderness lands to cultivate and improve the same and erect a dwelling house thereon, shall be

entitled to an estate of homestead not exceeding twenty acres, and each homestead shall be exempt from attachment, levy, or execution sale for the payment of debts or other purposes.

There is also a law called the «Paper Pulp Act,» under which licenses are granted to cut timber for the purpose of manufacturing paper or paper pulp. The materials for such an industry are almost inexhaustible, while the demand for it is extending rapidly.

The forest wealth of the island is very considerable, though much of it has been injured by fire. The forests are chiefly in the valleys traversed by the larger rivers and around the heads of the bays. The principal varieties of the indigenous forest growths are white pine, white and black spruce, tamarack or larch, fir, yellow and white birch. The yellow birch which is abundant around Bay St. George, is said to be equal in durability to the English Oak, and with the spruces and larches, is well fitted for ship building purposes.



Glimpse of Railway near Bay of Islands.

The principal lumbering districts are the Gander, Gumbo and Exploits valleys; and on the west coast the Humber valley and St. George's Bay. The lumber trade already developed along the new line of railway furnishes ample proof of the forest resources of the country.



Falls of Salmonier.



Lighthouse at Channel

CHAPTER VIII.

MINERALS.

The discovery of copper ore was first made in 1857, at Tilt Cove, on the northeast coast. Since that date mining has gradually expanded year after year; one discovery followed another, until now the mining industry has become one of the most prominent and important in the colony, and gives promise of great developments in the future. Within the last three or four years, iron ore of a superior quality has been discovered in very large quantities; and coal mines have been opened, so that it is not unreasonable to believe that Newfoundland will yet become one of the great mining centres of the world.

COPPER.

The Tilt Cove copper mine was not worked till 1864. In fifteen years it had yielded 50,000 tons of copper ore, valued at \$1,572,154, and nickel ore worth \$32,740. It is still worked, giving employment to over 500 miners, and shows no signs of exhaustion. A few years later Tilt Cove was completely eclipsed by a still larger discovery of copper ore at Bett's Cove, a dozen miles farther south. In four years it had produced 125,556 tons of copper ore, valued at \$3,000,000. Three years later (1878), a new mine which threw the others into the shade was opened at Little Bay, and for some years averaged an export of 20,000 tons per annum. Some four years ago the workings were suspended, the price of copper ore having fallen and the depth of the mine rendering operations more



The Railway at Bay of Islands.

expensive. In 1898 a discovery of a new and valuable lode was made near the old workings and mining operations have been resumed.

The price of copper ore has greatly advanced and owing to the increasing demand for it in connection with the applications of electricity, copper mining has become a much more profitable enterprise than formerly. Other copper mines were opened in the same district with more or less success. At the close of 1892 Mr. J. P. Howley, head of the Geological Survey, was able to report that the value of copper ore, regular and ingot, exported from 1864 to the end of 1891 was \$9,193,790. Adding to this the value of iron pyrites exported from Pilley's Island up to the close of 1893, namely, \$729,451, and of other minerals, such as lead, nickel, etc., the aggregate reached

\$10,777,086 as the value of all minerals exported from 1864 to the close of 1893. During the five years which elapsed since that date, mining has been actively prosecuted and must have increased the value of the total export to more than \$12,500,000.

The staple mineral hitherto has been copper, and among the copper producing countries of the world, Newfoundland now ranks sixth. The demand for this mineral is likely to increase in the future and its value to advance owing to the rapid development of electricity as a motor power, copper being essential in its various practical applications. Copper mining in the future is therefore likely to reach large dimensions. The extent of country over which it has been found and in which it may be looked for with a prospect of success according



Bay of Islands.



Country Scene.

to the verdict of science, is not less than 5,000 square miles, so great is the development of the serpentine formation with which the copper is always associated. Only a mere fragment of these serpentines has yet been examined, and this mainly along the shores. What the interior may disclose, now that it is opened and likely to be settled, only time will tell. These serpentines belong to what in Canadian geology is termed the Quebec group of the Lower Silurian series, and to the middle or Lauzon division of that series—the metalliferous zone of North America. It is rich in copper ores and is usually accompanied with silver, gold, nickel and chromium ores. Now the Lauzon division is the one which is developed in north-eastern Newfoundland. It is to be noted that it is not

in the serpentines the copper is found but in a chloritic slate, very ferruginous, which occurs both above and below the serpentine. Where the serpentine appears there is always a possibility that this ore-bearing chloritic slate may be found so that the serpentines become a guide to prospectors. Where no serpentines are it is vain to look for copper ore. The mineral belt along the northeast shore is about forty miles in length ; its breadth inland is yet undetermined. There is good reason for believing that it extends right through the island to Bonne Bay and Bay of Islands on the western coast. Chromic iron has been found associated with these serpentines. There is a considerable development of it at Port-au-Port which is worked by an American Company. The serpentines also afford a beautiful variety of marble as well as soapstone, asbestos and talc.



Harbor Scene.



Channel Proper.

PYRITES.

Iron pyrites is another mineral abundant in the island, but the only deposit yet worked on a large scale is at Pilley's Island, Exploits Bay, which has been operated for several years. The ore is exported to the United States and used for the manufacture of sulphuric acid. The residuum of iron is used in the manufacture of the best steel. The ore gives fifty-four per cent. of sulphur, being superior to that of Spain. The annual shipments are about 50,000 tons. Adjoining is said to be another deposit of unknown extent, not yet worked. The whole export of iron pyrites in 1893 was 58,311 tons, the value of which was \$264,384.

IRON ORE.

It was not till 1895 that the first discovery of iron ore was made in Bell Island, Conception Bay, twelve miles from St. John's. This proved to be one of the most remarkable and

also one of the most valuable mines in the world. The ore lies in a horizontal bed five feet below the surface. The length of the iron deposit is three miles, and the breadth between a quarter and half a mile. On the removal of the covering rock, about five feet in depth, this horizontal band of ore is reached, and is worked like an open quarry. The first stratum is estimated to contain 20,000,000 tons and is about six feet in depth. Then comes another rock covering of five feet, and this being penetrated, a second iron band is reached of the same depth as the first and containing about the same quantity of ore, so that the two deposits contain 40,000,000 tons, thus being practically inexhaustible. There is no need of shafts. Pickaxes, crow-bars, wedges and a few charges of dynamite are sufficient to work the mine, for one remarkable feature about it is that the ore has a jointed cleavage, so that when extracted it breaks up into rhomboidal masses of various sizes, none being of greater size than twelve inches by four. When extracted from the bed in this way, it is shoveled into wagons with as much ease as anthracite coal into a cart. Between 200 and 300 men are employed, and such is the ease of working that, if required, 2,000 tons a day could be extracted. A tramway two miles in length connects the mine with the shipping place. An endless chain worked by steam power moves the wagons, when loaded, to a huge iron cage overhanging the water through which the iron ore is dropped into the hold of the steamers, so that loading is accomplished with great rapidity. It would be difficult to find elsewhere a mine that can be worked at such small cost.

The ore is brown hematite containing fifty-five per cent. of iron. Mixed with other ores it makes the finest steel. It is shipped to Glasgow, Scotland, to Hamburg and to Nova Scotia. In 1898, 100,000 tons were shipped. The Nova Scotia Steel



Waterford River.

and Iron Co., of New Glasgow, N. F., were the lessees of the property which consisted of four grants, each being one mile square. During the past winter this company has disposed of a portion of its interest to the Dominion Iron and Steel Co. for \$1,000,000.

Bell Island is six miles long and two broad, and the deposit described is by no means the only one. There are two or three others now under licenses, which, it is stated, will shortly be worked, so that the island hitherto of little value, except for a few farms, is likely to become a hive of industry. In all the years gone by no one suspected the mineral treasures it held concealed under the surface, and it was only the accidental circumstance of a fisherman having brought to St. John's some blocks of the ore as ballast that led to the discovery and working of this great iron deposit.

It has long been known that in Western Newfoundland magnetic iron ore has been found at several points, and now

that the railway traverses that region, these will receive due attention in the near future. From all these facts it is evident that the island is destined to be a great iron producing, as well as copper producing country. The attention of mining capitalists is now drawn to the island, and its prospects as a field for investments in mining enterprises is widening daily. Nothing advances a country so rapidly as mining industries.

ASBESTOS.

The next most important mineral found in the island is asbestos, but the mining of this valuable article is yet in its infancy. Scientific men predicted years ago that asbestos would be found. Their opinions was based on the fact that the metamorphic rocks and serpentines of the eastern townships, and the Gaspé Peninsula, in which the Canadian asbestos is found, dip under the Gulf of St. Lawrence, appear on the west coast of Newfoundland, extend many miles inland and probably across the island.

During the last three years, search has been made for asbestos, and the predictions of the geologists have been verified to some extent. "The Halifax Asbestos Company," "The Newfoundland Mineral Syndicate"—an English mining company—and a number of individual adventurers have been engaged in the search for asbestos, with varying success. The neighborhood of Port-au-Port has attracted much attention. Now that the railway has opened up the west coast a great impetus will be given to asbestos mining.

COAL.

It is a fact of primary importance that this island, so productive in copper and iron ores, is also proved to contain extensive coal areas. Professor J. B. Jukes, a distinguished



Little Codroy Valley.

geologist, visited Newfoundland in 1842 and discovered the existence of a coal area of considerable extent in the region around St. George's Bay. Near Crabbs Brook he found a fine seam of excellent cannel-coal between three and four feet in thickness. After a careful examination of the region he calculated that this coal field was about twenty-five miles wide by ten miles in length. Mr. J. P. Howley, F. G. S., now head of the Geological Survey, discovered another coal seam in this region on Robinson's Brook, about nine miles from its mouth, its thickness being four feet. Two other seams occur in the same section, the three seams giving a thickness of eight feet of coal. In 1889 a more thorough examination of this coal district was carried out, resulting in the discovery that the

whole of the coal seams in Bay St. George's Trough, aggregate about twenty-seven feet in thickness. "To illustrate," says Mr. Howley, "the importance of what such information would mean, it may be stated that an aggregate of twenty-seven feet of coal, provided the seams maintained their ascertained thickness throughout, should for every square mile of superficial area they may be found to underlie, contain about 25,920,000 tons of coal."

There is another trough known as "The Inland Trough of Humber River and Grand Lake," which will probably be found not less valuable than that of Bay St. George, and its importance is enhanced by the fact that the railway passes through it, and already it is in course of development. Mr. R. G. Reid, who is under a contract with the Government for operating the railway, has obtained on certain conditions a concession of these coal areas near Grand Lake.

Mr. Howley has established, beyond all doubt, that the coal measures here form a continuous trough from about a mile to the west of Alderlay Brook, to a point on the railway, a total distance in a straight line of eleven miles. "Eighteen out-crops of coal are uncovered here, representing nine separate seams. The coal throughout is of good quality, some of it excellent." One of the seams marked No. 6, on Mr. Howley's plan, "is made up of two layers of excellent bright black coal divided by a layer of carbonaceous shale. The lower coal is three feet six inches thick, and the upper two feet eight inches—in all six feet two inches of good coal." Of course, much remains to be done before its full extent and value can be determined, but that it is a very promising coal field is put beyond all reasonable doubt. The present indications are that here is a coal area from which the whole island could be supplied with coal, including household consumption, smelt-

ing of ores, and supplies for railway purposes. The region is but forty miles from Bay of Islands where there is an excellent shipping port.

GOLD AND SILVER.

Does the island contain any of the precious metals in workable quantities? Some years ago gold was discovered in quartz at Brigus but it proved a disappointment. In 1896 great excitement was created by the announcement that a gold-bearing quartz reef had been discovered at Cape Broyle, forty miles south of St. John's. Samples were taken out and forwarded to London for analysis. The assay showed that the quartz contained nearly three ounces of gold and over an ounce of silver to the ton—value sixty dollars. There was no trickery or deception; the transaction was *bona fide*. It is a fact of no little importance that a quartz reef yielding three ounces of gold to the ton has been discovered in the island, but until the whole has been tested by further operations it would be rash to build any large speculations on this discovery. Gold has, however, been found in several places, but not hitherto in paying quantities. Further, eminent geologists, such as the late Mr. Murray, F. G. S., long ago predicted the



Fishing Village.



On the Humber.

discovery of gold from the character of the formations in many districts where the rocks are pronounced to be the equivalents of the gold-bearing formations of Nova Scotia. Ming's Bight, in White Bay, is another locality in which gold has been found. The shores of Placentia Bay are highly metalliferous, and here a mine known as "Silver Cliff Mine," presents very promising appearances. At La Manche, on the same bay, a lead mine yielding a large percentage of silver was carried on for several years, but for want of capital the enterprise collapsed. Lead has also been found at Port-au-Port.

PETROLEUM.

Very recently the discovery of petroleum has been made and promising beginnings made at Port-au-Port. On the western coast, north of Cow Head, there is an extensive tract of country in which it was reported many years ago, that oil had been seen floating on the surface of the lakes and marshes. Borings have been made here under well qualified engineers, and with very successful results. A company named "The Western Newfoundland Oil Company," has been organized for developing this interest. The quantity is reported to be large and the quality excellent.



CHAPTER IX.

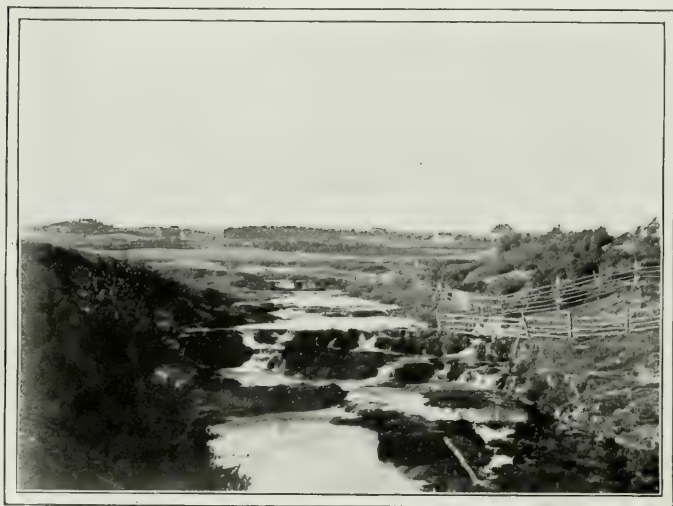
PUBLIC ROADS.

In no other country has the material and social advancement of the people been so seriously retarded by the want of roads as in Newfoundland. The original settlement of the island took place entirely in connection with the fisheries. The gathering in of the sea harvest was the only industry contemplated or attempted. Around the shores, fishermen, chiefly from England and Ireland, collected at first in hamlets and small villages situated in such localities as were found best adapted for catching, curing and shipping fish. These, as they multiplied, and the population increased, were dotted around the shores of the great bays, or wherever there was a sheltered inlet where fish could be landed and the fisherman's hut and stage erected. Sprinkled thus along an extensive seaboard they were often widely apart from each other, and intercourse was maintained mainly or entirely by sea or by rude paths through the woods between neighboring settlements.

Notwithstanding the stupid, selfish laws which prohibited settlement, and made the cultivation of the soil a penal offense in order to secure a monopoly of the fisheries to a number of English capitalists, the resident population in the fishing villages continued to increase and some of these developed into small towns. St. John's, in particular, and Harbor Grace made considerable strides. The laws against settlement and the cultivation of the soil had the effect of confining the people to the sea margin in small, isolated settlements, the only intercommunication being by sea. So late as 1790 one of the

Governors issued a proclamation stating that «he was directed not to allow any possession as private property to be taken or any right of private property whatever to be acknowledged in any land whatever which is not actually employed in the fishery in the terms of the Act 10 and 11, William III.»

A better day dawned at length. The foolish and cruel laws were relaxed, and in 1813 grants of land to settlers were for the first time permitted. Agriculture on a small scale immediately commenced around each settlement. It was soon found, however, that no progress could be made in the cultivation of the soil till roads were constructed. The year 1825 is rendered memorable by the construction of the first road, nine miles in length, from St. John's to Portugal Cove, on the southern shore of Conception Bay. On the opposite shore of this bay were the thriving towns of Harbor Grace, Carbonear and



Rennie's River.



Colonial Cordage Co., Ltd.

South P.W. Co.
N.Y.

Brigus, the centres of a considerable population. By establishing a regular system of boats to cross this bay, carrying mails and passengers, a route was established by which nearly half the population, then living in the country, were provided with a rough means of communication. To Sir Thomas Cochrane, Governor, belongs the honor of introducing this essential step in civilization. He also constructed a road to Torbay, a village north of St. John's, and a third along a beautiful valley to a place now called Waterford Bridge. In a few years road-making had made rapid progress. Roads radiating from St. John's in several directions were built, along which farms and neat farm houses soon became visible. One of these roads extended first to Topsail, on Conception Bay, thence to Holyrood, Salmonier, St. Marys and Placentia, a distance of eighty miles.

When representative government was established in 1832 an annual grant was voted for making and repairing roads and bridges, and, after some time, the sum of \$150,000 per annum was devoted to this purpose. There are now about 1,000 miles of postal roads and over 2,000 miles of district roads.



CHAPTER X.

ROUTES OF TRAVEL.

Newfoundland is now easy of access to the outside world, whether from the United States, Canada or Europe. Lines of steamers connect St. John's with Liverpool, Halifax, New York and Montreal, while the steamer "Bruce" plies three times a week between North Sydney, Cape Breton and Port-au-Basques, the western terminus of the Newfoundland Railway. The last named will be a favorite route as it presents the shortest sea passage, and as North Sydney can be reached by rail from all parts of Canada and the United States. To many, however, the older routes, direct by steamer to St. John's, will be preferable.

St. John's is reached from Halifax in about two days by the steamers of the Red Cross Line, sailing every ten days, and by steamers of the Furness Line, sailing fortnightly. Steamers of the Allan Steamship Company call at St. John's fortnightly on their way from Glasgow and Liverpool to Halifax and Philadelphia, but do not call at Halifax on their eastward trip, coming direct from Philadelphia to St. John's. The vessels of all three lines are safe and comfortable.

From Montreal, St. John's is reached in four days by steamers of the Black Diamond Line, sailing weekly, and of the Ross Line, sailing weekly; also by steamers of the Dobell Line, sailing fortnightly. From New York 1,200 miles St. John's is reached by steamers of the Red Cross Line in five to five and one-half days, including a "stop-over" of one-half to one day at Halifax. From Liverpool—1,930 miles—St. John's is reached

in about seven days by steamers of the Furness Line, sailing fortnightly. From Glasgow and Liverpool, St. John's is reached by steamers of the Allan Line, sailing fortnightly.

ST. JOHN'S.

St. John's, the capital, is situated on the eastern shore of the island, sixty miles north of Cape Race, in $47^{\circ} 33' 33''$ north latitude, and $52^{\circ} 45' 10''$ west longitude. It is $10^{\circ} 52'$ east of Halifax, and stands on what is nearly the most eastern point of America—Cape Spear, five miles south of the city, alone projecting a little farther towards the Old World. It is 1,000 miles nearer than New York to England, and but 1,640 miles from the coast of Ireland. The recognized official spelling is St. John's, but the weight of the older authorities is in favor of St. Johns—without the apostrophe—following the analogy of St. Ives, St. Kitts and similar names. At the beginning of this century its population was 3,420; it is now 30,000. The entrance to the harbor is one of the most striking and picturesque on this side of the Atlantic, and is the admiration of all travelers. In a lofty, iron-bound coast whose grim rocks frown defiance on the billows of the Atlantic, there suddenly presents itself to the voyager a narrow opening in the rocky wall, as if by some convulsion of Nature, the rampart had been rent asunder and the sea had rushed in. Hills from 500 to 600 feet high guard this opening on each side, and as the vessel glides through the traveler looks up, not without a feeling of awe, at the great cliffs of dark red sandstone piled in broken masses on a foundation of gray slate rock. On his right he sees an almost perpendicular precipice 300 feet in height, above which rises, with almost equal steepness, the crest of Signal Hill 510 feet above the level of the sea, on which stands the Block House for signaling the vessels as they

approach the harbor. On the left hand the hill rises still higher, by 100 feet, picturesque, ragged and broken. From its base a rocky promontory juts out, forming the entrance of the narrows on one side, on the summit of which is Fort Amherst Lighthouse, where is heard the hoarse roar of the restless Atlantic, as the waves break on the rocks beneath. It is a scene which for sublimity is not surpassed along the entire American coast. Formerly batteries armed with formidable guns rose one over the other amid the clefts of these rocks, but years ago the cannon have been removed and the garrison withdrawn. The narrows leading to the harbor are nearly half a mile in length, and it is not till two-thirds of them are passed that the city opens to view, as at the termination of this channel the harbor trends to the west, thus completely shutting out the swell from the ocean. In ten minutes after leaving the Atlantic a steamer is safely moored at the wharf in the still waters of a perfectly land-locked harbor. Vessels of the largest tonnage can enter at all periods of the tide, the rise of which does not exceed four feet. The entrance of the narrows, between Signal Hill and Fort Amherst, is about 1,400 feet in width, and at the the narrowest point, between Pancake and Chain Rocks, the channel is not more than 600 feet. The harbor is over a mile in length and between a quarter and half a mile in width. It is deep, with a mud bottom, having from five to ten fathoms, and in the centre it is ninety feet deep. Of its size it would be difficult to find a finer harbor.

The city is built on the northern side of the harbor on a site which could scarcely be surpassed. From the water's edge the ground rises with a slope till the summit is reached, where there is a large level space. Along the face of this slope the main streets run, and the city is rapidly extending itself in all directions beyond. Three principal streets run parallel with



Right Rev. Llewellyn Jones, Bishop of Newfoundland.



Cathedral Church of St. John the Baptist.

the harbor and with one another the whole length of the city, and these are intersected with numerous cross streets.

On the south side of the harbor the hills spring so abruptly from the water that only a sufficient site for a range of warehouses and oil factories could be scooped out. From the waters of the harbor the city presents a very picturesque appearance, climbing the slope of the hill which is crowned by the Roman Catholic Cathedral, a fine building which overlooks the whole. There is ample space in every direction for expansion. Already, on the summits overlooking the business parts of the city, houses of a superior description are erected and are becoming the fashionable quarters. The leading roads in all directions are getting lined with villas—the residences of the wealthier classes.

St. John's was founded in 1580. Gradually from a cluster of fishermen's huts around the harbor it has grown to be a city of 30,000 inhabitants. It has been frequently devastated by fire. In 1816 three conflagrations in succession swept away the greater part of the town. It speedily rose from its ashes, but in 1846 a great fire destroyed two-thirds of the city and impoverished thousands. Once more it sprung up and was rebuilt on a greatly improved plan, but in 1892 the destroyer came in a more terrible form and more than half the city went up in smoke and flames. About 11,000 persons were left homeless, and property to the value of \$15,000,000 was destroyed. The people, however, set themselves, with admirable courage and energy, to the task of rebuilding their city, and now few traces of the fire are left. The new part has been built on an improved plan and is much handsomer than that which existed before the fire. Streets have been widened, fire-breaks secured and drainage improved. All the churches and public buildings destroyed have been restored, with the

exception of the Athenæum, and are now much finer structures than before the great conflagration. The Government has entered into a contract with Mr. R. G. Reid to pave Water Street with granite or whin-stone; to concrete the sidewalks and lay down an electric street railway. In another year these improvements will be completed.

OBJECTS OF INTEREST IN ST. JOHN'S.

The most conspicuous building in St. John's is the Roman Catholic Cathedral which occupies a commanding site on the summit of the hill on which the city is built. It is in the form of a Latin cross, 237 feet in length and 180 feet wide across the transepts, with two towers 138 feet in height. It is richly ornamented with statuary, the finest thing being "The Dead Christ," by Hogan, under the altar, and those of St. John the Baptist and of the Virgin, in front of the cathedral. The view from the cathedral grounds is very fine. Adjacent to it are the Bishop's Palace, St. Bonaventure College and a convent. The whole group cost about half a million dollars.

The Church of England Cathedral, about half way up the slope, was designed by Sir Gilbert Scott in an early English style, and was dedicated to St. John the Baptist. Before its destruction by the fire of 1892 it was one of the finest ecclesiastical edifices in British America. In that fire it suffered terribly, only the bare walls being left. The walls of the transept were not seriously injured but the beautiful arches were ruined. This portion of the cathedral has been roofed and the arches restored, and it is now used for services, but the nave, which suffered more, has not yet been restored.

On the Military Road, running along the crest of the ridge, stands the Colonial Building, or House of Parliament, containing chambers for the two branches of the Legislature,



Right Rev. M. F. Howley, D. D.,
R. C. Bishop, St. John's.



Roman Catholic Cathedral, St. John's.

and a large library. It was built in 1847 at a cost of £100,000. Its Ionic portico is borne by six massive columns, thirty feet high. Near it is Government House, an unpretentious but substantial and comfortable abode where the representative of royalty resides. It is surrounded by well kept grounds. The Imperial Government erected it in 1828 at a cost of £30,000.

Before the fire of 1892 the Athenæum, a very handsome building, stood beside the Union Bank. It was totally destroyed with its fine public library, music and lecture hall, reading-room and savings bank, and is still a mass of ruins awaiting restoration. The building known as the Union Bank, has been, since the failure of the bank in 1894, purchased by Government and converted into public offices. A portion of the Commercial Bank, now also the property of the Government, is occupied by the Savings Bank. The Commercial Bank also became insolvent in 1894. These two banks, which made a disastrous failure in the same year, have been replaced by the Bank of Montreal, the Bank of Nova Scotia and the Merchants' Bank of Halifax.

In the Exchange Building, near the foot of McBride's Hill, is the Anglo-American Telegraph Co. office. Hours of business from 8.30 A. M. to 9 P. M.

The post-office is a fine building toward the western end of Water Street. Its arrangements are of a modern type, and for the accommodation of the public are all that could be desired. The upper portion of the building is devoted to the purposes of a public museum which is well worthy of the attention of travelers and tourists. Here are arranged specimens of the minerals, the coal, marbles, building stones, granites and of the timber of the island. The geologist can here study the fossils found in the various formations which are named and classified. The antiquarian will find here a

most interesting collection of the relics of the extinct aboriginal race of the island, a branch of the Algonkins called Boeothicks. Here are skulls, bones, almost an entire skeleton of the extinct tribe; also their stone implements, arrow heads, etc. Local objects of natural history are in great profusion, such as stuffed specimens of caribou, bears, seals, birds, fishes; also a collection of the mollusca of the island.

The dry dock is another object of interest. It stands at the head of the harbor, in the west end of the city. It is built of wood, is 600 feet long, 130 feet wide, with a depth of twenty-five feet on its sill at low water. Thus it is able to accommodate all but the very largest ocean steamers afloat. Its cost was \$550,000. It was opened in 1884.

Three miles further out, on the Waterford Bridge Road, is the lunatic asylum; a handsome structure, beautifully situated and well managed. Visitors are admitted by an order from the resident physician. The walk or drive to it along Castor's Valley, as the little brook is called, is very pleasant. The Victoria Park and the Riverhead Cemetery are passed on the right.

On the road leading to Quidi Vidi, on the outskirts of the city, is the penitentiary; a solid granite building surrounded with a high fence and rather grim of aspect. Opposite to it, a short distance from the road, is the general hospital. It is an excellent institution and admirably managed. In commemoration of the Queen's Diamond Jubilee in 1897, a new wing was added to the hospital, called the «Victoria Wing,» for the accommodation of women and children. It is fitted up with all modern improvements. The ladies of St. John's initiated and carried out the movement which led to the erection of this fine wing, but subscriptions came from all parts of the island.

The chief business interests of St. John's are, of course,



Rev. H. P. Cowperthwaite, Methodist.



Gower Street Methodist Church.

connected with the fisheries and the exportation of their products, but in recent years it has made fair progress in manufactures. It now contains iron founderies, machine shops, shoe, furniture, butterine, tobacco and soap factories, biscuit bakeries, breweries and tanneries. Half a mile from the city, at Mundy Pond, there is a large and well equipped rope-walk, which gives employment to about 400 men, and is equal in all respects to any other establishment of the kind in the United States or Canada.

A walk along Water Street, the main business thoroughfare, will enable a stranger to form an idea of the style of business and the mode of conducting it. Handsome shop fronts, tastefully «dressed» and exhibiting all kinds of fancy goods and more substantial articles are everywhere conspicuous. Visitors will be specially struck with the fine appearance and solidity of the new blocks, erected since the fire. These, in regard to architecture and internal arrangements, do not suffer by comparison with similar establishment in any other city of the same size. The thronged shops and general bustle and activity show that a large business is done here. A visit to one or more of the large fish stores in the rear of Water Street and to the oil factories on the south side of the harbor, will well repay the trouble of an examination.

By making St. John's headquarters, the tourist can enjoy many delightful excursions by vehicle, or, for short distances, on foot. Excellent hotel accommodation can be obtained.

Custom House officers meet steamers on arrival to examine and pass the passengers' luggage. Cabs also meet the steamers and trains. Fare to hotel, including ordinary luggage, forty cents to fifty cents. For an ordinary cab drive within the city, thirty to fifty cents; cabs per hour, eighty cents; per day four to five dollars.

Mail wagons run to Portugal Cove daily in summer, by-weekly in winter ; to Broad Cove once a week ; Torbay and Pouch Cove by-weekly ; Renews and Ferryland by-weekly.

WALKS AND DRIVES.

All visitors speedily find their way to the top of Signal Hill, overlooking the narrows, where a magnificent view is obtained. It can be reached by a walk of half an hour, or by a short carriage drive. The road to it, starts from the eastern end of Duckworth Street. At the height of 350 feet, two small but deep lakes are passed. When the summit 520 feet is reached, if the day be clear, a noble view is obtained. On one side is the great Atlantic, "with all its terror and mystery," stretching away eastward—not a rock or shoal or island in the great expanse—till the Irish coast is reached. Looking northward we see Sugar Loaf, Red Head, Loggie Bay, Torbay and the serrated range of hills on the south shore of Conception Bay. The dark, perpendicular sea wall with numerous indentations runs up to Cape St. Francis. A fine sweep of country, dotted with numerous glittering lakelets and farm houses, and fringed with sombre groves of fir, stretches away to the north-west. The great chasm which forms the entrance of the harbor is seen below, guarded by precipitous rock-masses. The remains of the batteries which once commanded the narrow entrance, are visible on their rocky platform. Fort Amherst and Cape Spear light-houses and Freshwater Bay, with fishermen's cottages, are seen to the south. A bird's-eye view is presented of the harbor and its shipping, with the whole city lying along the northern slope, crowned by the Roman Catholic Cathedral. A lower peak called Gallows Hill stands out prominently. Here, in the olden times, criminals were hanged in sight of the whole city.



Rev. A. Robertson, Presbyterian.



St. Andrew's Church, Presbyterian.

In 1762, Signal Hill was the scene of a brief but bloody struggle. For the third time in sixty-six years the French had got possession of St. John's. Lord Colville was sent from Halifax with a squadron to drive them out. Colonel Amherst landed a force from the fleet at Torbay and marched overland to St. John's. Up the rugged heights from Quidi Vidi the British soldiers charged to capture Signal Hill, the key of the position. The French fought desperately, and having a great advantage from their position, succeeded several times in repulsing their foes. At length Captain Macdonald, leading a company of Highlanders with fixed bayonets, dashed up the heights and swept all before them. The brave leader and his lieutenant were both severely, but not fatally, wounded. Signal Hill being won, the French saw that all was lost. Their fleet managed to escape by creeping out of the harbor in a thick fog. The English lost twenty men; the French loss was heavy, but the number is unknown. St. John's never again fell into the hands of the French.

The foundation stone of a monument to John Cabot, the discoverer of the island in 1497, was laid in the Queen's Jubilee year, 1897, on the top of Signal Hill. It is in the form of a stately tower Called «Cabot's Tower,» and is a handsome structure on a noble site. It has been turned to practical account in connection with the signalling of vessels at sea.

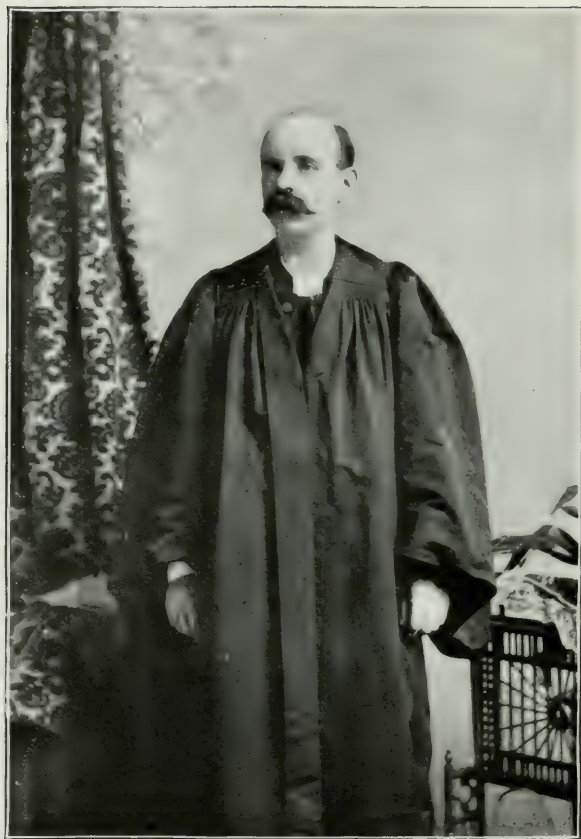
QUIDI VIDI.

Quidi Vidi is a second interesting drive or walk. It is a picturesque fishing village. The road to it leads past the penitentiary and hospital, along the margin of the pretty little Quidi Vidi lake, on which the annual regatta is held. The village is a typical fishing village where can be seen in perfection the stages projecting over the water of the little harbor,

at which the fishermen land their fish, and the flakes on which the cod are dried. During the fishing season the whole process of splitting, heading and salting can be seen. The small harbor is connected with the ocean by a narrow gut only wide enough for fishing boats. All around rise steep, red cliffs in fantastic shapes. Very frequently an iceberg or two are grounded close by the mouth of the little harbor, their dazzlingly white pinnacles and spires contrasting strikingly with the dark, frowning rocks. These, with the fishing boats, stages and flakes, make a strikingly characteristic picture. Artists revel in the scenery of Quidi Vidi. A little river flowing through the lake forms a pretty cascade as it tumbles over the rocks into the harbor. Visitors will enjoy a chat with the sturdy fishermen and their wives. Their insular peculiarities, linguistic oddities and quaint views of things form an interesting study.

LOGIE BAY, TORBAY, POUCH COVE.

Another delightful drive is to Torbay, a village six or seven miles from St. John's. The road runs to the north, passing near Virginia Water, a pretty little lake embosomed in woods and abounding in trout. Then Logie Bay four miles—is reached, famous for its grand coast scenery. Outer and Middle Cove, two or three miles farther on, are scarcely less remarkable for rocky scenery. Torbay is a thriving village, picturesque in situation, having a handsome Roman Catholic Church, a convent, excellent school rooms and a large public hall. The drive may be extended to Pouch Cove, sixteen miles from St. John's. Along this iron-bound coast up to Cape St. Francis, at the entrance of Conception Bay, there are no pebbly beaches on which summer waves break gently; but there is the imposing sight of perpendicular cliffs, 300 feet in height, often sculptured into forms of stern beauty, with the



Rev. J. Thackeray.



Congregational Church.

restless Atlantic washing their base or under the wing of the storm, leaping up their dark sides.

PORTUGAL COVE.

Portugal Cove, nine miles from St. John's, is a spot which no tourist should leave unvisited. The road is excellent and for the first four miles presents a continual ascent, but when the height of land is reached, if the day be clear, a splendid panorama presents itself. Away in the distance, on the right, is the grand old ocean, gently heaving under the summer breeze. A few white sails are visible, and perhaps a dozen lonely wanderers of the deep that were born of Greenland's glaciers, and are now towering icebergs sailing past to meet their doom in the warm waters of the Gulf Stream. The whole range of dark cliffs and headlands, from Cape Spear almost to the entrance of Conception Bay is visible from this eminence. Two miles further, Windsor Lake is passed, from which the city is supplied with water. Then comes a gradual descent, by a winding road, through a little valley of rare beauty, with a brook flowing at the foot of its encompassing rocks, till at a sudden turn of the road, Conception Bay, in all its beauty, bursts on the view. The whole scene can be taken in at a glance—Belle Isle, six miles long, the whole range of the northern shore of the bay, and the lonely rocky isle of Baccalieu, dimly visible in the distance. Then the quaint fishing village of Portugal Cove is reached, with its wooden houses nestling amid the clefts of the rocks, with a little waterfall tumbling over the cliffs into the sea. The bold navigator, Cortereal, discovered and named this bay in 1501, and named the roadstead after his country.

After spending an hour wandering around and admiring the great overhanging cliffs, the huge boulders, relics of the ice age, the rugged hills all scarred by frost and the beating storms

of thousands of years, the tourist can then hire a fisherman's boat and sail to Belle Island, only four miles distant and visit the iron mine, perhaps the most remarkable in the world, which was opened here two years ago. A delightful walk of two miles from the landing place brings the tourist to the mine which is almost at the opposite side of the island. Here are no tall chimneys belching out smoke or clanking steam engines, but 300 men are at work in what seems an open quarry on the surface, loosening the blocks of iron ore with crowbars and wedges and drilling holes for dynamite, while others are filling long rows of wagons with the ore which, by a tramway, is carried to the shipping place. It is a busy scene. The iron deposit here is three miles in length and nearly half a mile in breadth. The ease with which the ore is mined is marvelous. No shafts are needed; it is an open quarry. The ore has this peculiarity, that when loosened from its bed, it falls into rhomboidal blocks, none of which exceed a foot in length, so that it is shoveled into the wagons like pieces of anthracite coal.

The return to St. John's is best made via Broad Cove and the Thorburn road which affords a change of scene and many delightful views.

ST. JOHN'S TO RENEWS, CAPE RACE.

Another pleasant excursion is to Renews, Ferryland and Cape Race. A mail wagon plies twice a week to Renews, but tourists will find it much more comfortable to hire a carriage—fare about \$4 per day. The road is good and the views often superb. The hotel accommodation is, however, very primitive, and it is advisable to start with a well-filled luncheon basket. The barrens along this route are famous for partridge shooting, the season for which begins September 15th. The

first part of the road is excellent and affords many beautiful views. Blackhead is a village near Cape Spear, the easternmost point of North America.

Petty Harbor, nine miles from St. John's, is a village of about a thousand inhabitants, situated at the mouth of a deep ravine through which flows a deep stream into the snug little harbor, fringed with fish-flakes and shut in by towering preci-



Newfoundland Trout.

pices. About three and a half miles from Petty Harbor is The Spout, a funnel-shaped opening from above into a cavern which the sea has scooped out. In stormy weather, the sea rushing into the cavern, hurls the spray and foam aloft through the opening, presenting a curious sight, at certain times, for miles around.

Beyond Petty Harbor the road runs along the so-called "straight shore" of Avalon to Bay of Bulls, twenty miles from St. John's. This name is a corruption of the French Baie de Bois. Mobile and Cape Broyle are next passed, and at forty-four miles from St. John's, Ferryland, a spot having historical associations, is reached. The little town has about 550 inhabitants; was founded in 1624 by Sir George Calvert; afterwards Lord Baltimore, who built a fort and a fine mansion in which he resided for some years with his family. Here too, Sir David Kirke took up his residence in 1638, armed with the powers of a County Palatine over the whole island. Fermeuse is a village of 640 inhabitants; Renew's, fifty-four miles from St. John's, has a population of 540. Ten miles south of Renew's, is Cape Race, the southeast part of the island, the place where many a gallant ship has met her doom. There is no road further than Renew's. Round the grim rocks of Cape Race swift, conflicting currents circle; dark fogs brood here for weeks together, so that the navigator has to shape his course mainly by the soundings. In recent years the dangers to navigation have been greatly lessened by the erection of a powerful fog-whistle on the cape. The light-house is 180 feet above the sea level, and when the weather is clear it is visible at a distance of twenty miles. Fifty miles to the east of Cape Race are the Great Banks of Newfoundland, famous for their cod fisheries. They are about 600 miles long and 200 broad, while the depth of water over them ranges from ten to one hundred fathoms. Marine life of all kinds is abundant on the Banks, and cod and other fish resort to them in great numbers. The fishermen on the Banks who, it is estimated, number 100,000, are of various nations, and ply their hard labors frequently shrouded in dense fogs, and often in dangerous proximity to icebergs. They have a still greater danger to encounter—that of being run down

in foggy weather or in dark nights by the ocean steamers when crossing these Banks.

EXCURSIONS BY SEA FROM ST. JOHN'S.

Excursions by steamer can be recommended to those who enjoy the sea, and wish to make acquaintance with the various localities, and to view the grand coast scenery which is unsurpassed elsewhere. Fine steamers make fortnightly trips during summer and autumn, one line taking the southern and western route, and the other the northern route to Battle Harbor, Labrador, touching at the intermediate ports. The vessels are strongly built and well officered; the food and accommodations are good. Almost the entire round of the island can be made in these steamers.

The round trip on this route takes about ten days; the same in returning. Those who prefer it can land at any one of the intermediate ports—twenty-four in all—and spend a few days in fishing, sketching or photographing, awaiting the return of the steamer. After making a call at Ferryland the steamer rounds Cape Race, making a stop at Trepassey, passes St. Schotts, where many a mariner has gone down, «unknelled, uncoffined and unknown;» then enters St. Mary's Bay, calls at Placentia Bay where she makes four calls. Fortune Bay is next reached, noted for its fine herring fishery; the French islands of St. Pierre and Miquelon being visible in the mouth of the bay. Various ports are touched at in succession. The scenery of Bay D'Espoir—corrupted into Bay Despair—and of Hermitage Bay, is pronounced by many travelers to be the most magnificent in the island. Burin, Harbor Briton, Burgeo and Rose Blanche are most picturesque in situation. Artists will find here the most striking materials on which to work, and might spend with profit many weeks studying Nature's varied forms.

Passing onward the steamer reaches Port-aux-Basques, a splendid harbor, deep and perfectly sheltered, destined to be a place of great importance as the western terminus of the trans-insular railway. Rounding Cape Ray and Cape Anguille, the noble Bay of St. George opens, 516 miles from St. John's, having a population of 6,632. Its shores are the most fertile



Government House.

region in the island. Coal and other minerals are abundant. Ninety-four miles farther north the Bay of Islands are reached. It has three arms running twenty miles inland, one of which receives the Humber, the second largest river in the Island. The scenery of this bay is spoken of by travelers as superb. Forty miles farther north Bonne Bay is entered. If anything it is even more magnificent in natural beauty than the Bay of

Islands. It is usually reached by the steamer in five or six days from St. John's. On the return trip the ports of call are the same as on the outward trip. Now that the railway is running, tourists can leave the steamer at Port-aux-Basques, St. George's or Bay of Islands, and return to St. John's over the line, thus obtaining a greater variety of scenery and being able to gain views of the interior.

ST. JOHN'S TO BATTLE HARBOR DISTANCE 500 MILES.

A steamer leaves St. John's every ten days during the summer and autumn months, for Battle Harbor, Labrador, calling at intermediate ports. In some respects this trip is even more enjoyable than that previously described. Usually it is free from fog. The bright sunshine, the noble coast scenery, the frequent stoppages at the various harbors, breaking the monotony of the voyage, and affording glimpses of the people and their way of living; the great bays across which the steamer ploughs her way all combine to render the excursion stimulating and pleasant. Then should the trip include the Labrador coast, strange, wild land is reached, and a new experience gained amid its icebergs and towering cliffs, and its hardy fisher-folk gathering in the sea harvest and battling with the billows. There is something entirely out of the ordinary track of travelers in such an excursion. All is fresh, invigorating, «bracing brain and sinew.»

After clearing the narrows the steamer passes Torbay Head, Cape St. Francis, with its restless waves breaking upon the «Brandies,» as the outlying rocks are called; the mouth of Conception Bay; the grim cliffs of Baccalieu Island, the resort of myriads of sea fowl; the great bay of Trinity, famous for the landing of the first Atlantic cable in 1858; Bonavista Bay, and Twillingate, a prosperous town on an island with a



Country Bridge.

population of nearly 4,000, is reached ; distance from St. John's 232 miles. Now the steamer is in Notre Dame Bay, the famous copper mining region and its iron pyrites mines.

Pursuing her northern route the steamer at length approaches an important landmark—Cape St. John, the northern headland of Notre Dame Bay, and the northeastern terminus of the French shore, the western terminus being Cape Ray. From this point she glides along a vast wall of rock 400 to 500 feet high, the summits presenting every imaginable shape into which rocks can be torn or sculptured. After passing Cape St. John, the ports touched at are Coachman's Cove, Conche, Griquet, and then Cape Bauld and Cape Norman, the most northern part of the island are passed. The straits of Belle Isle are crossed, and Belle Isle, a barren, treeless island, nine miles long and three broad, is passed. Early mariners called it "The Isle of Demons," some of them imagining that they heard here "a great clamor of men's voices, confused and inarticulate,

such as are heard at a fair or market." The grinding of the iceflows and the crash of the lofty bergs during a gale would be quite sufficient to give rise to these superstitious fancies. After passing Belle Isle, Battle Harbor is soon reached. It is a great resort for fishing vessels during the summer season. Here is an excellent hospital erected by that admirable institution «The Mission to Deep Sea Fishermen» (London). There is a second hospital at Indian Harbor, both being well equipped and having doctors and trained nurses.

Some 20,000 persons, chiefly from Newfoundland, spend the fishing season on Labrador, a considerable number of them being women and children, as the fishermen carry their families with them in many cases. They live in rude, temporary huts on shore, or on board the fishing crafts, exposed to many hardships and perils. Many cases of sickness and severe injuries occur, and the medical aid formerly available was of a very imperfect character. The attention of The Deep Sea Mission having been called to the condition of the migratory and resident population, a mission was commenced in 1892. The result has been the erection of the hospitals above referred to. In addition to these a doctor in the steam yacht Sir Donald, traverses the coast during the fishing season, ministering to the sick, relieving the poor with donations of food and clothing, and carrying severe cases to the hospitals, in which service she is aided by the little steamer Princess May. In winter one of the doctors traverses the coast in a kometack drawn by dogs, braving the perils of cold, ice and snow, in order to bring help to the poor and the sick. This noble mission is doing much good and derives its support from the people of England. There are also many helpers in Canada and Newfoundland.

With superior accommodation the number of tourists to Labrador may be expected to increase greatly.

CHAPTER XI.

ALONG THE RAILWAY.

The first through train carrying mails and passengers left St. John's July 24th and Port-aux-Basques July 27, 1898. It is the grand trunk line of Newfoundland and traverses the entire island, opening up the most important farming, lumbering and mining districts. It is the connecting link between Canada and the United States and Newfoundland, and will be the main artery of communication between the island and the North American Continent. It involves a sea passage of but six hours, across Cabot Strait from North Sydney (C. B.) to Port-aux-Basques, distance ninety-three miles, in a swift and well-equipped steamer. By this route the insular disadvantages of the island are reduced to a minimum. In increasing numbers travelers, tourists, health-seekers and sportsmen will find their way to this almost newly-discovered country, attracted by the salubrity of the climate, the beauty of the scenery, the novelty of Nature's aspects and the abundance of the game. The line is solidly built; the rails heavy and of the best material; the bridges and culverts of granite and steel. The passenger cars are of the same style as those on the Canadian Pacific Railway, the first-class being dining and sleeping, fitted up with every attention to comfort. The second-class passengers have also sleeping and dining cars. Nothing has been left undone to render the line popular and attractive. In addition to operating the railway the contractor is to run steamers of a superior class on the principal bays to connect with the railway, thus linking together the various centres of population and rendering the fine

scenery of those bays accessible to tourists. Hotels will be erected for the accommodation of visitors in the most attractive centres.

The S. S. «Bruce» is a noteworthy steamer, specially built for this service at a cost of \$250,000. Her fittings, berths, saloon, etc., are not inferior to those of a Cunarder. Nothing is



S. S. «Bruce» at Port-aux-Basques.

left undone to ensure the comfort of passengers. Her steam power, in proportion to her size, is very great, so that she makes fifteen knots per hour. She is specially fitted to encounter ice, having a perfectly solid bow and sheathed throughout. In the winter of 1897-98 North Sydney Harbor was covered with ice two feet thick, but she made her way through it without an

effort, to the astonishment of those who witnessed the performance of "the ice crusher," as she is called.

On reaching Port-aux-Basques, a small but safe harbor open all the year round, passengers are transferred to the train which moves along the first nine miles to Cape Ray, through a rugged track of rocky barrens. Then passing behind the Auguille hills it enters the fine valley of Codroy, noted for its fertility, forty miles in length with a width of ten to twelve miles, having about 70,000 acres of good land, as yet but partially settled. Codroy—twenty-nine miles—Robinsons and Fischel's stations are passed and St. George's Bay station—eighty-nine miles—is reached. This fine bay, destined to be the garden of the island, is noted for its beautiful, fertile, well-wooded valleys; its asbestos, lead, iron and gypsum deposits, and its coal field, twenty-five miles by twenty. Petroleum wells have been opened lately at Port-au-Port. Bay of Islands is 141 miles from Port-aux-Basques. Here the Humber, the second largest river in the island, discharges its waters into the sound, an arm of the bay. The scenery of this bay is magnificent, and its praises have been sounded by many travelers from other lands. From it the Humber River can be ascended, on which are some of the finest specimens of scenic beauty, unsurpassed even on the Hudson or the Rhine, and are now attracting tourists from all quarters. At points along the river great marble and limestone cliffs rise almost perpendicularly to the height of 2,000 feet, the rushing current having cut a succession of caves in their great marble walls. Along the river the over-hanging rocks and trees, the mountains towering on each hand; the swiftly flowing, but silent, river all contribute to form a scene rarely surpassed. The Bay of Islands is sure to become a favorite summer resort. The scenic beauties, the unrivaled opportunities for fishing—

salmon and trout—the splendid climate in summer, the air of the plateau being intoxicating, and the deer-stalking about the shores of Grand Lake, all unite in rendering it attractive to tourists. From the train, as it glides along, charming views are obtained of the Humber.

Travelers by the train will be struck with the fact that scarcely a house is seen after leaving Codroy till Bay St. George is reached, a distance of sixty miles. Then an uninhabited wilderness of fifty miles is passed through till Bay of Islands is reached. Here the line takes a southeasterly direction, but the paucity of houses continues till within seventy or eighty miles of St. John's. This admits of easy explanation. The population of the island is settled along the shores, mainly engaged in fishing. Until now the interior has been a *terra incognita*. The railway has been built to promote settlement and open up the country for industrial enterprise. The railway precedes settlement and makes it comparatively easy. The mineral wealth, the timber, the good lands, the marble quarries and coal beds amply justify the construction of the railway and the development of these resources will transform these unpeopled wastes into the smiling homes of men in the not distant future. The enterprise and energy of the colony in constructing this line at a cost of some \$17,000,000 will yet be amply rewarded.

At Deer Lake station, 172 miles from Port-aux-Basques, the valley of the Humber widens and spreads out in several directions. Its whole area is estimated at 800 square miles, much of it being cultivable, the soil rich and the timber abundant. It is also valuable for its great marble quarries. Several pioneer farmers have settled on Deer Lake and appear to prosper.

Grand Lake, 183 miles from Port-aux-Basques, is fifty-six

miles long and five miles in breadth, with an island twenty-two miles long near its western extremity. The country, for miles around it, is clothed with fine forest growths.

The materials for wood pulp are here in a combination which it would be difficult to parallel in any other country in the world. The timber is of the best quality for pulp-



S. S. "Bruce" at Placentia.

making, and by replanting, as the work goes on, the area is literally inexhaustible. Coal mines are close at hand; unlimited water power; the marble of the Humber valley will supply lime to any extent, while to crown all, at Bay of Islands, are enormous masses of iron pyrites containing fifty per cent. of sulphur from which sulphuric acid can be made, an essential

element in manufacturing the finest kinds of paper pulp. With such a combination of advantages it is reasonable to expect a great success. A thriving town, it may be anticipated, will spring up here and the solitudes, hitherto the domains of the deer, the fox and the wolf, will be resounding with the din of human labor. The natural beauties of Grand Lake are very striking, especially the cascades of which there are more than a hundred on its shores and on the great island. Deer are abundant on the plateaus overlooking the lake, also in the neighboring Whitehill Plains.

The line now passes along Kitty's Valley—203 miles and Gaff Topsail is reached—213 miles—the watershed between Exploits and Grand Lake, the highest point on the railway, 1,700 feet above the sea—"the roof of the island," as it is called—being its most elevated plateau. Protruding through this roof are three remarkable granite eminences called "The Topsails"—detached masses of granite springing from the plateau to a considerable height. All around are bare granite ridges, and huge boulders of granite strew the surface. Here quarries have been opened, the quality of the granite being excellent.

The train now enters the great valley of the Exploits, containing much fertile soil and good timber. In summer, wooded hills, with their dark green foliage and wild flowers of various hues on the level places along the track, make a charming scene. The stations along the valley are Caribou, 224 miles; St. Patrick's Brook, 231 miles; Winter, Dawe, 252 miles; McCallum, 268 miles; Bishop's Falls, 280 miles, and Exploits, 292 miles on Norris's Arm, Notre Dame Bay is reached. The scenery here is exceedingly fine. The river is crossed by a splendid iron bridge, having a span of 250 feet. The course of the line is now southerly, and at Glenwood—316 miles—crosses

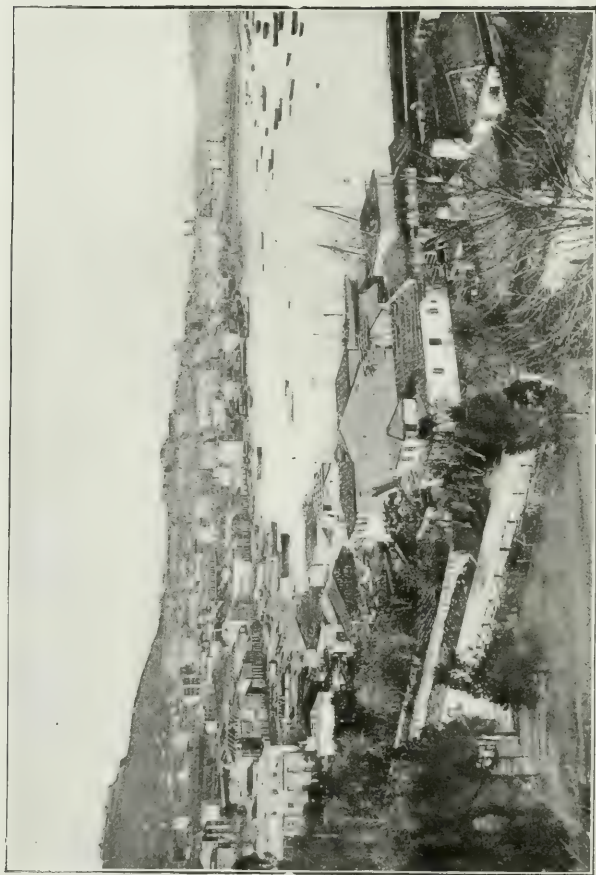
the Gander River, which flows through the finest lumbering region in the island. Here and at Benton 342 miles—and Gambo 356 miles—are several lumbering establishments. The Gambo is crossed by a steel bridge 240 feet long, resting on piers of solid masonry. The Gambo River and lake of the same name abound in trout and salmon, and the surrounding country in deer and other game.

Passing Alexander, Terra Nova, 381 miles; Clode Sound, Thorburn Lake, Shoal Harbor, 412 miles; Clarenville Station is reached, 416 miles. Here again the line touches salt water, the scenery being very fine. Port Blandford is on Clode Sound, an arm of Bonavista Bay. Sea bathing is to be had here in perfection, and it is likely to become a favorite watering-place. Salmon and trout abound in the neighboring streams.

The stations from Clarenville to Whitbourne are Northern Bight; Whiteway, 443 miles; Arnold, La Manche, Rantem, 458 miles; Tickle Harbor, Placentia Junction, Whitbourne, 449 miles. From Whitbourne, the train runs to St. John's, distance $57\frac{1}{2}$ miles, by Holyrood and the shore of Conception Bay.

ST. JOHN'S TO HARBOR GRACE.

The distance from St. John's to Carbonear via Brigus Branch is $83\frac{3}{4}$ miles. The scenery along this line is very attractive and the tourist should not omit to make the excursion. Topsail—15 miles—is a pretty village on the shore of Conception Bay, with comfortable boarding-houses. It is a favorite summer and bathing resort, and has been somewhat ambitiously styled "The Brighton of Newfoundland." Holyrood—33 miles—at the head of the bay presents some striking scenery, especially in its sea arms. Indeed, the scenery of the whole bay from Topsail, where it first comes into view, can



Harbor Grace.

scarcely be surpassed. The thriving little town of Brigus, picturesquely situated among the rocks, with a population of 1,540, is 55 miles from St. John's. The remaining stations are Clark's Beach, 61 miles; Bay Roberts, 65 miles; Spaniards Bay, 68 miles; Harbor Grace, 75 miles; Carbonear, $83\frac{3}{4}$ miles. Harbor Grace, the second town of the island—7,054 population

is a clean, well-built place, finely situated and a centre for shipping. Its trade was formerly much larger than at present. The handsome Roman Catholic Cathedral, which was destroyed by fire four years ago, has been rebuilt. The process of packing boneless codfish, tinning caplin and making refined cod liver oil can be seen here. Carbonear, 3,756 population, is a neat, thriving place with a fine harbor. A carriage drive of sixteen miles, from Carbonear to Heart's Content on Trinity Bay, will be found enjoyable. This is the western terminus of the Anglo-American Company's cables.

ST. JOHN'S TO PLACENTIA BY RAILWAY.

No tourist should fail to pay a visit to Placentia—the old French capital—one of the most interesting places in the island, not only on account of its historic associations, but for the exquisite beauty of its scenery, especially along the arms of the sea, one of which runs ten miles inland. In July these arms abound in sea trout; and with the salmon and river trout make the place a paradise to the angler. The walks and drives about Placentia are delightful and in its scenic beauty the artist will find much of interest.

The route is the same as to Harbor Grace as far as Whitebourne Junction, $57\frac{1}{2}$ miles from St. John's. At Placentia Junction, $64\frac{1}{2}$ miles, the line diverges to the left and runs southwest past Ville Marie, $78\frac{1}{2}$ miles, to Placentia, $84\frac{1}{2}$ miles

from St. John's. Board can be had at a moderate rate. The town, 5,362 population, has a quaint appearance, being built along a shingly beach. It was founded and fortified by the French in 1660, and held by them till 1713. The remains of the oldest Protestant Church in the island—Church of England—are here, but in a most delapidated state. To this church belongs a handsome communion service of silver in five pieces, presented by William IV. when, as a midship in the "Segasus," he visited Placentia. It is carefully preserved and shown to visitors. It bears the inscription: "Given by His Royal Highness, Prince William Henry, to the Protestant Chapel at Placentia, Newfoundland." There are strong reasons for believing that this church was built soon after the Treaty of Utrecht, 1713; so that this humble wooden structure has braved the storms of probably 186 years. On one of its old tombstones is an inscription in the Basque language, the Basques having been among the earliest fishermen on the coast. The old Court House, close to the church, contains some curiosities. Other objects of interest are Castle Hill, with remains of the French fortifications; Point Verde, three miles, and Lilly White Pond, famous for its trout. A steamer plies on the bay, affording a charming trip in fine weather. On the shores are La Manche, lead and silver mine and Silver Cliff mine.

A most beautiful drive to Salmonier—an arm of St. Mary's Bay, some twenty-five miles distant—affords many varied and picturesque views. In the season excellent salmon fishing can be had at Salmonier which can also be reached by wagon from Holyrood, Conception Bay.

CHAPTER XII.

GAME.

That Newfoundland presents to the lovers of sport attractions such as few other countries possess is admitted by all who have given it a trial. Its countless lakes and lakelets abound in trout of the finest description, and these are also the abodes of the wild goose, the wild duck and other fresh water fowl. The willow grouse or ptarmigan, the rock ptarmigan, the curlew, the plover, the snipe are found in their proper season in many parts of the island, on the great «barrens,» or in the marshy grounds in immense numbers. The sea pigeons and guillemots are seen all around the shores and adjacent islands. The large Arctic hare and the North American hare, called erroneously by the natives «a rabbit,» are to be met with, especially the latter, in great abundance. The North American hare has spread over every part of the island, and in the fall and winter form an important item in the food of the working classes.

Above all, the noble caribou, or deer, in vast herds traverse the island in their periodical migrations and furnish the highest prizes for the sportsman. Finer salmon streams than those of the island naturally are, or rather were, could not be found elsewhere, but, unfortunately, they have been left unprotected so long that many have been seriously injured. During the last eight years, however, the Department of Fisheries have placed them under stringent rules and regulations and employed wardens who patrol the streams during the salmon season. It is confidently anticipated that in a few years they will be



Mountain Cliffs.

restored to their former abundance. Even now there are salmon rivers where the angler may find excellent sport. For more adventurous sportsmen there are the black bear and the wolf in the interior, while the beaver and otter are found there around the lonely lakes and ponds. Now that these sporting regions are rendered more accessible by the railways, sportsmen are arriving in increasing numbers, especially from the United States and Canada, and these spread the fame of the island far and wide as a sporting country.

The caribou, or reindeer, are finer than those of Norway or Lapland, being much larger and carrying much finer horns. Big stags have often been shot weighing from 500 to 600 lbs. The antlers of the stag are palmated, sweeping backward and of magnificent proportions, the brow antlers in some, meeting over the nose. These horns are shed in November. Their migrations are as regular as the seasons, from the south where they pass the winter to the northwestern portion of the island where they feed and bring forth their young. When the

October frosts begin to nip the vegetation they turn towards the south and repeat their long march. September and October are the months for shooting. Some knowledge of the country and the assistance of a Mic Mac Indian or two is desirable. There are favorite grounds known to the initiated and to the Indian guides where deer-stalking can be enjoyed to perfection. One of these is «the barrens,» overlooking Grand Lake opposite the north end of the island. Here they collect in large numbers before setting out on their southern migration. The «White Hills» is another favorite stalking ground. Inland from the various settlements on the southern shore, in the late autumn and early winter great numbers of deer are slain. Lord Dunraven, the great sportsman, says in *The Nineteenth Century*: «The Caribou are plentiful and the Newfoundland stags are finer by far than any to be found in the North American Continent. Fur is plentiful; wild fowl and grouse abundant, and the creeks and rivers are full of salmon



Mid-Summer Outing.

and trout." Captain Hardy, in *Forest Life in Acadia*, says: "I know of no country so near England which offers the same amount of inducement to the explorer, naturalist or sportsman, as Newfoundland. The caribou are scattered over an area of some 25,000 square miles of unbroken wilderness, more or less abundantly." There are large areas entirely unfit for cultivation but admirably adapted for the support of deer, and here, with due protection, will be, for years to come, the finest deer park in the world.

The close time for willow grouse (partridge) begins January 12, ends September 15th in any year. Curlew, plover, snipe, close season is from January 12th to August 20th.

For otters, 1st April to 1st October. For rabbits and hares, 1st March to 15th September. For salmon, from 11th September to 30th April. For trout, char, whitefish, landlocked salmon, 10th September to 15th January next, following.

For caribou, 1st February to 15th July, and from 7th October to 20th October. License to kill caribou, \$100 for non-residents of the Colony. Not more than three stags and two does to be killed per season by one person.



CHAPTER XIII.

THE FRENCH SHORE QUESTION.

Among Great Britain's forty colonies the position of Newfoundland is, in one respect, unique. The sovereignty of the entire territory belongs exclusively to Britain, but the French, since the year 1713, have had the right of fishing along more than half the shores of the island, and of using that portion of the coast for such purposes as may be necessary in curing and drying fish. In addition to this important privilege the French have had ceded to their possession two small islands at the entrance of Fortune Bay, as a shelter for their fishermen, the only condition attached to the possession of them being that no fortifications should be erected. The line of coast to which these treaty rights apply extends from Cape Ray around the western, northern and northeastern shores as far south as Cape St. John, being fully half the entire coast of the island, and by far the most valuable and fertile portion.

The French have no right to occupy permanently or settle any portion of the shore, or erect any building except such huts and scaffolds as may be necessary for curing and drying their fish. Their fishermen are not allowed to winter in the island. The concessions were first made to the French by the Treaty of Utrecht, 1713, and confirmed and extended by the Treaty of Paris, 1763, and that of Versailles, 1783, and finally by the second Treaty of Paris, 1815. The effect of these treaties on the progress of the colony has been disastrous. Had this great stretch of coast not been practically locked up by these treaties it would have been long since occupied by a fishing, farming,

mining and lumbering population and thriving towns and villages would have sprung up along its entire extent.

For more than a century a serious difference of opinion has existed between England and France as to the interpretation of these treaties, the language of which is often obscure. The French contend that the treaties give them the exclusive right to the fisheries, and also the use of the shore, so that British subjects cannot lawfully fish within those limits or occupy the land for any purpose. Were this contention well founded it would close up the best half of the island against its use by British subjects, in order that along a coast 450 miles in length a few French fishermen might, during three or four months of the year, catch and dry a few cargoes of codfish. But as the French cannot use the land except for one purpose, their dog-in-the-manger policy would prevent either party from turning the land to practical account.

England, however, and her subjects in the colony have always repudiated this interpretation of the treaties and maintained that they have a concurrent right of fishing wherever they do not interfere with the operations of French fishermen, and, moreover, that they have a right to settle on the land and develop its resources. In point of fact 11,000 fishermen, British subjects, are now settled on the treaty shore. Magistrates have been appointed and law courts established and customs duties collected, and, as a necessary sequel, these British subjects elected three members to represent them in the Legislature. This, of course, has complicated matters, considerably and a condition exists which constantly imperils the peace of the two nations. The French stubbornly insist on their rights and refuse to arbitrate.

Four or five years ago a fresh complication arose about taking and canning lobsters. The French claim a right to take



lobsters, of which there is no mention whatever in the treaties. Many attempts have been made to arrange these difficulties, but all proved abortive. At present a *modus vivendi* has been agreed on which soon terminates. At the request of the Government of Newfoundland the Imperial Government in 1898 sent out a Royal Commission to investigate matters. They have reported the result of their inquiries.

The conviction has taken deep root in the minds of the colonists that there will be no solution of these grievances till the French claims on the shores of the island are wiped out, whether by purchase or exchange of territory. There can be no doubt that the new line of railway is destined to be an important factor in the settlement of this question. Once these solitudes are peopled by a busy, thriving population, farming, fishing, lumbering, mining and pulp-making, the French fishermen will find there is no room for them and the pale ghosts of the old treaties will vanish forever.



CHAPTER XIV.

THE FRENCH ISLANDS.

The islands of St. Pierre and Miquelon were ceded by Great Britain to France by the Treaty of Paris, 1763, "as a shelter for her fishermen." They are situated at the mouth of Fortune Bay, about thirteen miles from the Peninsula of Burin, the nearest point of Newfoundland, and about equi-distant, 135 miles, from Cape Race and Cape Ray. A French steamer, the "*Pro Patria*," plies fortnightly between St. Pierre and Sydney. There is no other means of communication. The island of St. Pierre is about seven miles long and five in width. Great Miquelon Island is twelve miles long and is connected by a sandy isthmus with Little Miquelon, or Langlade Island, which is about the same size. St. Pierre is by far the most important, containing the capital and the only good harbor. The two islands contain a resident population of 6,247, of whom 5,703 are in St. Pierre.

The Bank fishery carried on from here is of great importance, providing France with an important part of her fish food supply. The average annual export of cod from the islands is 70,000,000 pounds, and the number of fishermen employed is between 5,000 and 6,000. Vegetation on the islands is of the poorest description, only a few garden vegetables being grown.

The town of St. Pierre (Hotel Joinville, International Hotel), which lies on the east side of the island, is the seat of the Governor, and is the landing place of the two trans-Atlantic cables. During the fishing season it presents a very busy aspect, its roadstead often containing hundreds of fishing

vessels, and a large addition to its population is temporarily made. The chief buildings are the Governor's House, the Court of Justice, the large church and convent and the schools. There are also some handsome private dwellings. Altogether the little town is unique in character, and the tourist will find much to interest him in it, and in the manners and customs of the fishermen who frequent it.



CHAPTER XV.

THE INHABITANTS OF NEWFOUNDLAND.

The 210,000 people who at present constitute the population of Newfoundland are come of a good stock, or rather stocks, for they are derived exclusively from the Saxon and the Celtic races. This is not unimportant, for race counts for a good deal. Climate, modes of life, general environments may do much to modify racial characteristics and tendencies, but can never wholly efface them. Blood can never cease to be important. The people who are doing the work of to-day are the epitome of their respective long lines of ancestry—the summing up of whole generations whose labors and moral and intellectual attainments have culminated in themselves and made them what they are. Ancestry is an important factor in shaping the destinies of a people. Newfoundland was originally peopled by settlers from the west of England and by Celts from Ireland. Moreover, the good blood in this isolated region has been kept free from any undesirable intermixtures, and so far this blended race has been developed under favorable conditions. The intermixture of Saxon strength, energy, endurance and capacity for hard toil, with Celtic swiftness, brilliancy, imaginativeness and emotional activity ought to produce a superior race, having the best qualities of the stocks from which they have originated.

Newfoundland enjoys the distinction of being Great Britain's oldest colony. This was the first portion of the Western World on which the Saxon set his foot. Some of the earliest settlers were born in "the spacious times of great



Fishing—Waterford River.

Elizabeth," men brave, enterprising, true sea kings who could "fearlessly lay their hands on ocean's mane." Many of them were Devonshire men, the country that produced Sir Walter Raleigh and his half brother, Sir Humphrey Gilbert, and Drake and Hawkins and many another old English worthies. To these were added, at a later date, some of Ireland's best blood. Thus on the soil of Newfoundland have met the tough, enduring Saxon and the more lively, versatile Celt, in proportion not far from equal, and from this wholesome amalgamation of races have sprung the stalwart men and comely maids and matrons whom the traveler of to-day looks on with admiration.

The race has taken kindly to the soil and thriven. Reared in one of the most salubrious climates of the world, engaged largely in open air employments, many of them constantly

battling with the billows, a hardy, energetic race has grown up well fitted for the world's rough work. They and their fathers have buffeted the billows, and drunk in the health-giving breezes, and now we find the present generation of Newfoundlanders a hardy, robust race in their general physique. They are now rapidly learning to appreciate the value and importance of education for which a liberal provision has been made by the State, and in which very great improvements have been effected in recent years. When young Newfoundlanders go to other countries for the professional training, not yet attainable at home, they are found in many instances to be able to compete successfully with other youths and to win honors at school and college. Indeed, any one who comes into contact with the masses of the people cannot fail to be struck with their mental intelligence and quickness. When education has done its work it will be found that here is a people who when duly cultured will play no unworthy part in the world of the future and will compete with the brain-workers of the coming age in all departments of life.

As to moral qualities it is admitted on all hands that a more orderly, law-respecting and sober people cannot be found elsewhere. Their kindness and hospitality to strangers who visit the country are proverbial. A traveler finds himself at once at home in Newfoundland whether in the capital or the more distant settlements, and all vie with each other in showing him attention. Quiet, orderly, church-going, attached to their religious faith, the people live peacefully among themselves, and outbreaks of bigotry or fanaticism are almost unknown. Kindness to the poor and indigent is a marked feature in the character of the people. Charitable societies are everywhere liberally supported.

There is, of course, no distinction of ranks other than that

arising from wealth, education or official or professional position. The upper class is composed of the officials of the Government, Members of the Legislature, judges, clergy, merchants, doctors, lawyers and wealthy individuals who have retired from business. The middle class is composed of the newer merchants, importers, commission agents, shopkeepers, tradesmen, farmers, and that large class who, by industry and economy, have acquired a modest competence. This middle class, well named «the shield of society,» is steadily increasing. On its growth and permanence largely depends the future of the country. It is among them that the sentiment of progress has taken deepest root, and that strong desire for the development of the resources of the island is most keenly felt. The fishermen and the working classes generally welcome the prospect of new industries for the support of themselves and their children, knowing that the fisheries alone are insufficient to maintain their increasing numbers.

The capitalists of the country are the merchants, numerically a small class, but vitally important to the interests of the community and the prosecution of the staple industries on which the bulk of the people depend for a subsistence. They collect export and dispose of the various products of the fisheries; and import merchandise of all kinds, food, clothing, fishing gear, etc., required by the fishermen. Their vessels carry the dried fish and oil to the consuming countries, such as Brazil, Spain, Portugal and Italy.

The «credit or supplying system,» once universal, is now greatly curtailed. The fishermen are becoming more prudent and thrifty than formerly and a number of them can dispense with supplies on credit, and pay in cash for what they require. Those who combine farming with fishing are invariably the most independent and comfortable of their class. On the whole, the


fishermen of Newfoundland, though they have not much of this world's goods, compare not unfavorably as to their condition with the laboring classes of other countries. If, at times, they have privations and hardships they have many compensations for these in their free, open-air life, their robust health and their capabilities of enjoying simple pleasures. There is, perhaps, as much genuine happiness among them as among any similar number who toil for their daily bread.

One marked feature in their character is their passionate attachment to the land of their nativity. Winter is the fishermen's season for enjoyment. In their homes, however poor, life claims its right to gladness and relaxation. The season for "fireside enjoyment, home-born happiness" is welcomed. They have their social pleasures, out and indoor amusements, games, shooting, hunting and trapping. Dancing is a favorite winter amusement, and to the music of the fiddle, the flute, the fife, or, in the absence of any other instrument, the jewsharp. They dance for hours with a vigor and honest heartedness which, perhaps, brings them more real pleasure than is experienced in the ball-rooms of fashionable life. Weddings, in particular, are celebrated with an amount of gaiety and festivity which at once indicates an exuberance of animal spirits and a kindly sympathy with the "happy couple." Human nature is much the same in all ages and countries, and from Cana to Newfoundland marriages call forth the notes of gladness.

The close of the fishing season is the favorite time for weddings. Then if the fishery has been good there is an epidemic of marriages, and the hearts of priest and parson sing for joy, fees being prevalent and general good cheer. Winter is also the season for tea festivals, religious and secular soirees, lectures, concerts, readings, with music, etc. St. John's, the capital, of course, takes the lead in such matters and sets the

fashions. A taste for theatricals, operas and concerts has been developed among the people, and the attendance at these entertainments is usually large. Reading-rooms, libraries and clubs furnish social and intellectual enjoyments. With balls, skating-rinks, snow-shoeing, tobogganing and sleighing the winters pass right pleasantly among the well-to-do classes.

In the larger towns and villages similar social enjoyments, on a smaller scale and of a simpler character are multiplying, and newspapers, books, periodicals now find their way among the lonely dwellers by the sea where formerly they were almost entirely unknown, and are stirring intellectual life among the toilers of the deep. Many a day may elapse before these stirring impulses make themselves broadly visible among a people so long insulated from the outside world, but the latent possibilities are here, and in that great innovator, the railway, they have secured a basis on which progress, material and mental, rests securely. Think what the New England States, and what are now the best parts of Canada were a century ago, and in their growth may we not see a promise of what the small population of this island will yet become under the quickening touch of our modern civilization.



CHAPTER XVI.

POPULATION, RELIGIOUS DENOMINATIONS, ETC.

In 1698 the resident population of the island was only 2,640; in 1785 it had increased to 10,000; in 1825 to 55,719; in 1845 to 98,703; in 1874 to 161,374, and in 1891 to 202,040, Labrador included. At this date, 1898, it is probably about 211,000. From 1874 to 1884 the increase was at the rate of 22.4 per cent. in ten years. Since the last date there has been a falling off in the rate of increase, owing to emigration, caused by bad fisheries, but with the return of better times in recent years emigration has lessened and probably the increase of population has resumed its normal proportions. According to the census of 1891, the last taken, the religious denominations numerically stood as follows:

Church of Rome,	72,696
Church of England,	69,824
Reformed Church of England,	487
Methodists,	53,276
Presbyterians,	1,449
Congregationalists,	2,092
Baptists and others,	37
Moravians (Christianized Esquimo),	1,397
Mic Mac Indians,	20

By the same census the sexes stood to each other thus:

Males,	100,684
Females,	97,259

The number of males engaged in curing fish was 35,931;
of females engaged in curing fish, 17,571.

The number of churches was as follows:

Church of England,	156
Church of Rome,	131
Methodists,	128
Other denominations,	12



Deer-Stalking.

CHAPTER XVII.

EDUCATION.

The educational system is carried on upon the denominational system, each religious denomination receiving a grant for education from the public funds in proportion to its numbers. Separate boards of education in the different districts have charge of the elementary schools. Four superintendents of education are appointed by Government for Roman Catholic, Church of England, Methodist and Presbyterian schools and colleges respectively. In recent years the progress made in education is of a very satisfactory character, though, of course, much yet remains to be done, especially in the more distant settlements. That the separate system of education is more costly and leads to a waste of means and power, must be allowed; but, as things now stand and in the present state of denominational feeling, it probably gives the best results that are now attainable.

The appointment—four or five years ago—of a «Council of Higher Education,» composed of the representatives of all denominations, was a step in the right direction, and will tend to produce greater unity of action in connection with the higher branches of education. It brings together men from all parties who take an interest in education and leads them to feel that here is a common ground on which they can meet and act for the good of all. The necessity of educating the masses who now have manhood suffrage, is by those who have the direction of public affairs, felt more keenly. When, by law, every man on reaching the age of twenty-one, is entitled to vote in the

election of members of the House of Assembly, the safety and well-being of the commonwealth require that such a power should not be exercised by an uneducated people.

The Legislative Grant for all educational purposes is about \$151,891 per annum. Of this

Elementary Schools receive	\$97,753
Pupil Teachers,	5,610
Encouragement of Teachers,	25,297
Inspection,	6,060

Legislative grant for colleges:

Church of England,	\$3,328
Church of Rome,	3,465
Methodist,	2,539
Presbyterian,	990

In 1893 an act was passed to provide for higher education. This act makes provision for the appointment of a Council of Higher Education, with the view of promoting a higher standard of education throughout the colony by the holding of examinations and the awarding of prizes and diplomas and scholarships to successful candidates. The council is to consist of twenty-three members, and the Superintendents of Education and Headmasters of Colleges are members *ex officio*. The sum of \$4,000 annually is appropriated for the purposes of this act, and the Jubilee Scholarship is made subject to the regulations of the Council.

The total number of elementary schools is 549; the number of pupils, 33,834. The number of pupils attending colleges is 723. The grand total attending colleges and schools, 34,557.

CHAPTER XVIII.

FORM OF GOVERNMENT.

Since 1855 the Colony has enjoyed the boon of «Responsible Government.» According to this mode of government the party who are sustained by a majority in the Legislature have at their disposal the appointment to the principal offices of the Colony. The House of Assembly is elected by the people; the Legislative Council is nominated by «the Governor-in-Council.»

The form of government consists of a Governor, who is appointed by the crown, his salary being paid by the colony; an Executive Council, chosen by the party commanding a majority in the Legislature, and consisting of seven members; a Legislative Council of fifteen members, nominated by the Governor-in-Council, and holding office for life; and a House of Assembly, at present consisting of thirty-six members, elected every four years by the votes of the people, every male on reaching the age of twenty-one having a right to vote. In the governing body thus consisting of the Governor representing the sovereign, the Legislative Council and the House of Assembly, is vested collectively the legislative power. They have also exclusive jurisdiction over such matters as the public debt and property; raising money on the credit of the Colony by loan, taxation, postal service, trade, commerce, fisheries, etc. The General Government is also custodian of the public funds, from which is disbursed the expenses of the public service. There are eighteen electoral districts, sending thirty-six members to the House of Assembly. The members of both branches of the Legislature are paid. Members of the House of Assembly, if



A Grove of Firs by the Riverside.

resident in St. John's, receive \$194 per session; if resident elsewhere \$291 per session. The members of the Legislative Council receive \$120 per session; the president \$240. The Speaker of the House of Assembly receives \$1,000 per session.

The Governor, who is also Commander-in-Chief in and over the Colony and its dependencies, has the power in the Queen's name to commute the sentence of a court of justice; to summon, open, prorogue, and on occasions dissolve the Local Parliament; to give or withhold assent to or reserve for the Royal consideration all bills which pass both Chambers.

The Legislature must meet once a year, and is usually summoned for the despatch of business in the month of February. Thus the colony may be described as self

governing. The electors in reality govern the country, as they choose the members of Assembly, who, by their votes, maintain in office or overthrow the government of the day. The Colony, like England, enjoys «Responsible Government;» that is, each government is responsible to the people, through the members of the Legislature they elect, to carry out their wishes.

The Supreme Court is composed of a chief justice and two assistant judges. It holds two terms or sessions each year, in May and November. There are also circuits of the Supreme Court, presided over by the chief or one of the assistant judges, in rotation. The chief justice's salary is \$5,000 per annum, and each assistant judge \$4,000 per annum. They hold their appointments for life. There is also a Court of Labrador, presided over by a judge who is nominated by the Governor-in-Council, salary \$1,154.

REVENUE—IMPORTS, EXPORTS, ETC.

According to the Newfoundland year book (latest issue), the revenue in 1895-96 amounted to \$1,564,457; the imports to \$5,986,571; the exports \$6,638,187; the funded debt at the close of 1896 was \$13,096,945. The great part of the public debt was incurred by building nearly 700 miles of railway. At the completion of the trans-insular railway (1898) the public debt was about sixteen or seventeen millions of dollars.

MONETARY SYSTEM.

The monetary system is similar to that of Canada, and Canadian coins pass at full value. British gold and silver coins pass current of £1 = \$4 86½; United States gold coin is taken at its face value. The notes of the three Canadian banks pass current at their face value.

POSTAL INFORMATION.

The letter rate of postage within Newfoundland and to Canada is two cents per ounce; to Great Britain and other countries of the Postal Union five cents per half ounce; letters for delivery within the city one cent per ounce. Parcels to Canada cost fifteen cents per pound; to the United Kingdom eighteen cents for the first pound and twelve cents for each additional pound.

The telegraph rate from St. John's to places in Newfoundland varies from twenty-five cents per ten words and two cents for each additional word to fifty cents per ten words and four cents for every additional word. The rates to the nearest parts of Canada and the United States are \$1 and \$1.25 for ten words and nine to eleven cents for each additional word. To Great Britain the rate is twenty-five cents per word.



CHAPTER XIX.

THE ABORIGINES.

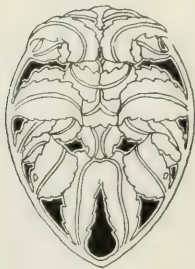
The inhabitants of the island on its discovery by Cabot in 1497 called themselves Beothiks. This was their tribal name. Their features resembled those of the Continental Indians. They had high cheek bones, small black eyes, straight black hair, and were of a copper color. Their weapons, canoes, tents or wigwams and domestic utensils resembled those of neighboring tribes on the continent. Their habits of life were alike in many respects, and they lived by hunting and fishing. There is strong reasons for believing that they were a branch of the wide-spread and warlike Algonkins, who once occupied nearly the whole of Canada and a large portion of the United States. Others hold that they were a separate and older race of red men who had at an unknown date migrated to Newfoundland, where for many centuries they sustained themselves and increased in numbers.

When first made known to the white men these Beothiks were a numerous and powerful race, well developed physically, of quick intelligence, tractable, and not indisposed to friendly intercourse with the pale faces. They had lived for unknown ages unmolested, hunting and fishing. With countless herds of the finest deer, vast flocks of ptarmigan, ponds abundantly stocked with beaver and trout, rivers swarming with salmon, wild ducks and geese in spring and summer, the island must have been a paradise to these red men who revelled in savage abundance.

But as in all similar cases the coming of the white men

sealed their doom. For 300 years afterwards they continued to exist, but were gradually becoming fewer and weaker. In despair, the forlorn band that remained retreated to their last refuge at Red Indian Lake; and here they died, one by one, till not a living representative remained of a once vigorous and warlike race.

There are few darker chapters in the history of the white man's progress in the New World than that which records the fate of the unhappy Beothiks.



CHAPTER XX.

LABRADOR.

As a large portion of Labrador is under the jurisdiction of Newfoundland, and as some 20,000 of Newfoundland fishermen resort each year to its coasts for fishing purposes, and one-fourth of all the fish exported from the island is taken on that coast, a brief account of it is desirable.

This great peninsula lies between the Gulf of St. Lawrence, Hudson's Bay and Straits, and the North Atlantic. The coast line on the Atlantic, from the Straits of Belle Isle to Cape Chidleigh, is 1,100 miles in length; its greatest breadth is 600 miles, and its area 420,000 square miles, being equal to the area of the British Isles, France and Austria combined. The eastern coast, from Blanc Sablon to Cape Chidleigh, belongs to Newfoundland; the rest to Canada; but the boundary between their respective portions has not yet been defined.

The climate is rigorous in the extreme. The snow lies from September to June. In winter the whole coast is blockaded with ice fields, drifting from Baffin's Bay and other outlets of the Arctic Ocean, while in summer the glittering icebergs, stranded or floating, impart a stern beauty to its storm-beaten shore. Perhaps no country on the face of the globe is less attractive as an abode of civilized man. Much of the surface of the country is covered with low mountains and barren plateaus, on which are vast plains of moss, interspersed with rocks and boulders. At the heads of the bays and fiords only, is there a large growth of timber, and along the margin of some of the rivers patches of cultivable land are to be found.

The Atlantic coast of Labrador is a grim and terrible wilderness, but having many scenes of awe-inspiring beauty. The interior is a vast table-land 2,000 feet above the sea-level, boulder-strewn, covered with caribou moss, and in the hollows grow stunted spruce, birch and aspen.

Were it not for the fish that swarm in its waters, Labrador



Along the Country Road.

would be left to the few tribes of Indians and Esquimaux who roam over its desolate wastes; but such is the extraordinary wealth of the adjacent seas that thousands of adventurous fishermen are annually found on its shores during its brief summer. This migratory population numbers about 20,000. The fixed population consists of white inhabitants who live in small, widely-scattered settlements on the Atlantic and St.

Lawrence coasts, and at the posts of the Hudson Bay Company. The northern coast is thinly peopled by wandering Esquimaux, among whom the Moravian missionaries have been laboring for more than a century with much success. Nomadic tribes of Indians roam in the interior and are known as Montagnais, or Mountaineers; the Nasquapee, the Mastassini and the Swampy Creek Indians. They are believed to be of Algonkin origin.

Of late years Labrador has been visited by an increasing number of tourists in search of the picturesque, artists to sketch the icebergs and coast scenery, sportsmen and anglers and even invalids in pursuit of health. This stream of visitors is likely to be greatly increased when direct and improved service between St. John's and Labrador is established. Those who enjoy the grander and sterner aspects of Nature will then have an opportunity of gratifying their tastes. There are no scenes of softened beauty on Labrador, but there is the grandeur of massive perpendicular cliffs, sometimes sculptured into shapes of stern beauty, or torn and jagged by the fierce frosts and tempests of winter and the ever-knawing tooth of time.

One of the most remarkable pieces of scenery on Labrador is at Chateau, north of Battle Harbor, which has within it the noble fiord of Temple Bay. Chateau gets its name from the rock formations at the mouth of this deep, narrow bay. This castle-like pile of basaltic rocks rises in vertical columns from an insulated bed of granite. Its height from the level of the ocean is upwards of 200 feet. It is composed of regular five-sided prisms, and on all sides the ground is strewn with single blocks and clusters that have fallen from their places. It seems like some grim fortress of the feudal ages from whose embrasures big-mouthed cannon were ready to belch forth flame and smoke. Chateau was once a place of some import-

ance and has its historic associations. When the unfortunate Acadians were driven from their homes a number of them found a refuge on this spot, which they fortified, the remains of the fortifications being still visible. There was once a British garrison at Chateau to protect the fisheries, but it was captured in 1763 by an American privateer and three vessels, and £70,000 worth of property carried off. In 1766 the French bombarded and took it. Sandwich Bay, further north, is nine miles wide at the entrance and fifty-four miles in length. But the most important of all the fiords is Hamilton Inlet or Esquimaux Bay, which is thirty miles wide at the mouth and extends 150 miles from the sea. The chief river of Labrador falls into this bay, it is called the Grand or Hamilton River. At a distance of 250 miles from its mouth are the Grand Falls, one of the most remarkable in the world, being 316 feet in height. Two exploring parties from the United States ascended this river, re-discovered the Grand Falls in 1891.

In winter thirty degrees below zero is common; but, owing to the dryness of the air and the absence of high winds, it is not uncomfortable and is bracing and healthful. The summer climate of the interior is said to be delightful.





R. G. Reid.

CHAPTER XXI.

NEWFOUNDLAND RAILWAY.

In 1878 Sir William Whiteway, the Premier of the colony, took the matter of a railway up in earnest and pioneered the way with much address and skill, and unwavering perseverance in the face of strong opposition. At length a joint committee of both chambers of the Legislature recommended a railway and a bill was passed in favor of its construction.

In 1885 the construction of a branch line, twenty-seven miles in length, from Whitbourne Junction to Placentia, the old French capital, was commenced and opened in 1888. The great innovator had got a firm footing in the island, and was hailed with almost universal approval. The extension of the line northward was now resumed, and a tender for its construction was accepted from Mr. R. G. Reid, an eminent contractor of Montreal, and the work commenced in October, 1890.

Meantime, however, a survey was made for a line to the west coast of the island, from the valley of Exploits. This route was found to be much more favorable than that already surveyed to the north. It passed through the best lands in the island along the Exploits and Humber Valleys, to the Bay of Islands, and then turning south opened St. George's Bay, the Codroy Valley and found a terminus at Port-aux-Basques, a fine harbor only ninety-three miles distant from North Sydney, Cape Breton. It was speedily and wisely decided to adopt this new route and to carry the northern line no further than Exploits, thence westward across the island and on to the southwestern extremity of the island at Port-aux-Basques, with the view of

connecting the colony with the continent by a swift steamer to North Sydney.

A new contract was signed on this basis on May 16, 1893. The total distance from St. John's to Port-aux-Basques was found to be 548 miles. It was completed in 1898. The terms of the contract were highly favorable to the colony. For constructing and operating the line payment was to be at the rate



Newfoundland Railway Bridge.

of \$15,600 per mile in debentures of the Government of Newfoundland, bearing interest at three and a half per cent. per annum.

Under the operating contract there was to be a grant in fee-simple to the contractor of 5,000 acres of land for each mile to be operated. Should the line be 500 miles in length

the land grant would be 2,500,000 acres. These grants were to be taken in alternate sections on each side of the railway, the colony retaining the same quantity of land given to the contractor, also in alternate sections, so as to prevent anything having the appearance of a monopoly. The grant being wilderness, land can only be turned to profitable account by the contractor by promoting settlement and the utilization of whatever resources they may contain, thus securing an increase of the population and wealth of the country, and swelling the revenue. It is the interest of the contractor to turn these lands to the best account, and in doing so he will give increased employment to the people, while at the same time, the Government's reserve of alternate sections will also be increased in value. Every way, therefore, the contract is favorable to the colony. Without the railway and the contingent improvements which it brings, these lands must have remained valueless indefinitely. These land grants, it should be noticed, are accepted by Mr. Reid instead of an annual subsidy in money as payment for operating the line for the first term of years when of necessity the revenue from passenger and goods traffic must be small. The colony thus escapes the heavy cost of operating the line at first by the concession of these lands which are entirely unprofitable. Moreover, Mr. Reid engages to sell his lands at thirty cents an acre—the Government upset price to all bona fide settlers.

Other advantages are the conveyance of mails three times a week instead of fortnightly as formerly, with an increase of business. The connection at North Sydney with the American railway system opens a desirable route for tourists and travelers, and gives a quick route of transit for goods. That a small colony, by no means wealthy, has discovered such spirit and energy as to undertake and carry out such an enterprise and



Placentia.

to make provision for payment of interest on its cost is certainly greatly to its credit; and it is now quite certain that it can shoulder the burden of debt incurred by its construction without any undue strain. Before the great innovator, the railway, old things will pass away and a new and better social and industrial life will begin.

In 1898 the Government entered into a new contract with Mr. Reid, which was ratified by the Legislature, the bill being passed by an overwhelming majority. According to this new agreement Mr. Reid undertakes to operate all the railways for fifty years, stringent conditions as to management, number of trains, rates, etc., being laid down. For the reversion of the

railway at the end of fifty years he agrees to pay \$1,000,000 within one year. Thus the colony is forever relieved of the heavy expense of operating the railway which for many years would otherwise be a drain on the revenue. The main benefit of the railway is the opening up of the interior, the development of its natural resources, the promotion of industrial enterprises and the connection with the neighboring continent which it secures. All these benefits are obtained, whoever may be the nominal owner of the line; and the million dollars is applied to the reduction of the public debt.

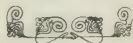
Further—Mr. Reid contracted with the Government to build and run seven steamers of a superior description—one in each of the large bays, so as to connect with the railway, and one to ply to Labrador in summer. A separate subsidy is given



Codroy Mountains.

for the services of these steamers. The steamers on the bays will be feeders for the railway and will afford facilities for tourists, travelers, etc., visiting these magnificent bays and enjoying some of the noblest scenery. It will thus be seen that he supplied to Newfoundland what it has long been seeking for in vain, namely, capital. In return for the operation of the railway he is to receive a further concession of land to the extent of 2,500 acres per mile, selected very much on the same lines as under the former contract.

These solitudes which shall never relapse into their past repose, at last resound with the echoes of the railway and all its vitalizing forces. They are the heralds of that dawn which has been delayed for ages, but which has come to mark the closing years of this auspicious century. It is a great public benefaction whose possibilities of development and ultimate good are beyond computation. The event, so long and so earnestly hoped for, the hard and patient toil, the privation and suffering, the heavy burdens borne by individuals and by the public—all these are transient and of small moment when compared with the great and pervading benefits which it is sure to bring for all time.



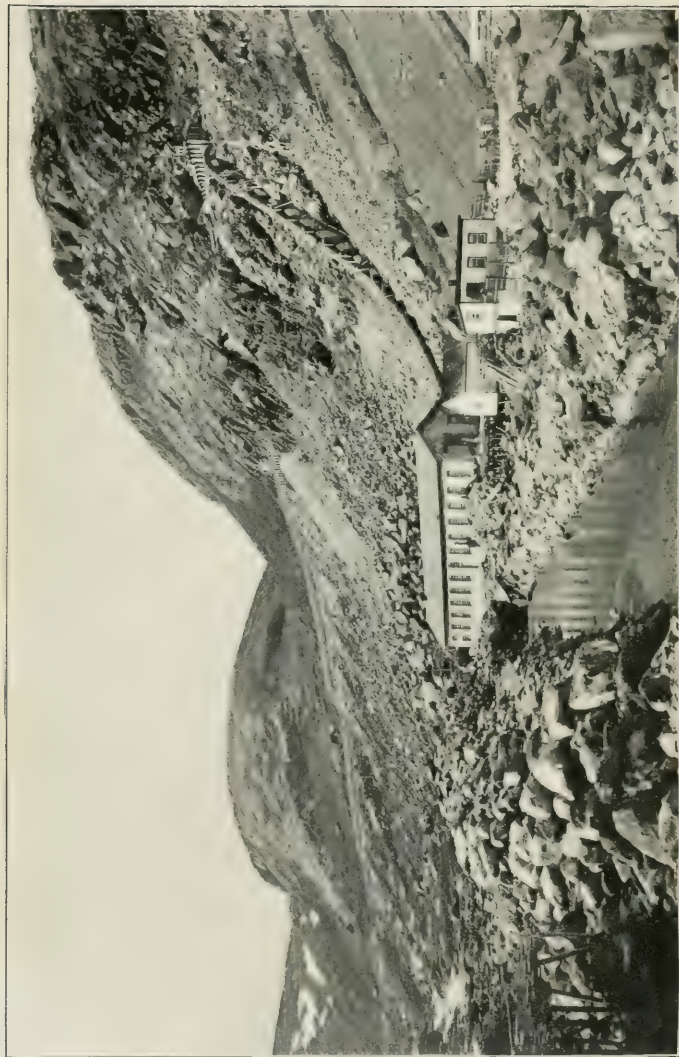
CHAPTER XXII.

PETTY HARBOR HYDRAULIC ELECTRICAL SYSTEM AND THE STREET RAILWAY.

The quiet fishing village of Petty Harbor, nine miles from St. John's, is the scene of a new and a wonderful activity. The repose of ages has been broken. It has been invaded by the genius of progress. The long wasted energy of its wayward river has been made to subserve the ends of utility. Controlled and directed it has become a mighty force for driving ponderous wheels with tireless velocity. This energy, transmitted to St. John's, drives the swift revolving dynamos in the sub-station. It is thus that man has enlisted this most potent and economic force of nature.

This system was devised in the earlier ages, and man at this late day has discovered and utilized it. Nature's processes are patient, momentous and slow. She to whom the centuries are but moments, takes no note of the transient and small concerns of man, the mere creation of a day. She could await, unperturbed, the cycles of the ages. Not so with man. The necessity is upon him and it must be met.

The road to Petty Harbor (the direct one should always be taken), winding through a beautiful valley, discloses a succession of varied scenic charms. In no direction from St. John's are there equal evidences of thrift and plenty. It is an inspiration to see the abundant crops, to inhale the pure air, laden with the odors of new mown hay, and to look upon the cultivated land, adorned by well-kept homes. The landscape

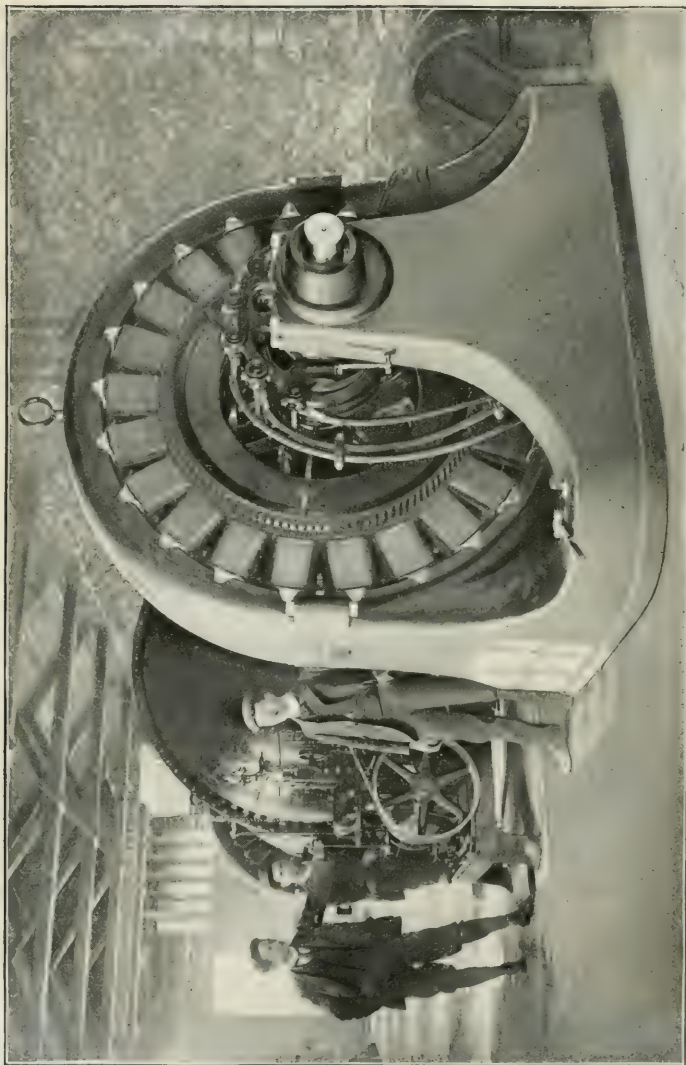


General View Power House, Flume and Pipe Line, Petty Harbor.

has ever-changing attractions. A short distance before reaching Petty Harbor a succession of clear water lakes comes in view. These are the source of the water to be utilized. Just before entering the village, the hills close down, leaving no choice to the tourist but to follow the river and visit the pleasant village, resting on either side of the bay, and at times building its houses far up the hill-sides. It is a typical Newfoundland fishing village, whose hardy fishermen have for generation after generation braved the perils of the sea. The storms may rage without, but here in this sheltered retreat the wave-tossed boat finds a safe harbor, and here its kindly people dwell in peace and contentment. It is a picture of natural repose in accord with the tranquil lives of its people.

The visitor to Petty Harbor has left behind the world of bustle, trade and show. He has forgotten its strifes, its anxieties and its ambitions, its struggles, its weariness and its vanities are things of the past. He has entered a more real existence, where true peace abides. He partakes of the calmer moods of those about him, and lives again the free and happier days of the long ago, when the small troubles of the day were lost in the sweet repose of the night. The needs of man are few; his desires are many. It is little to supply his needs; his desires are the source of his woes. Who, tossed on the ever-restless billows of life's sea, ever seeking, but never finding rest, would not learn a lesson of wise living from these careless villagers.

The several crystal lakes, resting upon an elevated plateau, have a superficial area of 56,000,000 square feet, and are a never-failing storehouse, from which the river, whose cadences have been stilled, draws its supplies. Its course has been dammed, and its stored waters are conducted by means of a flume eight feet square and 3,300 feet in length along a level

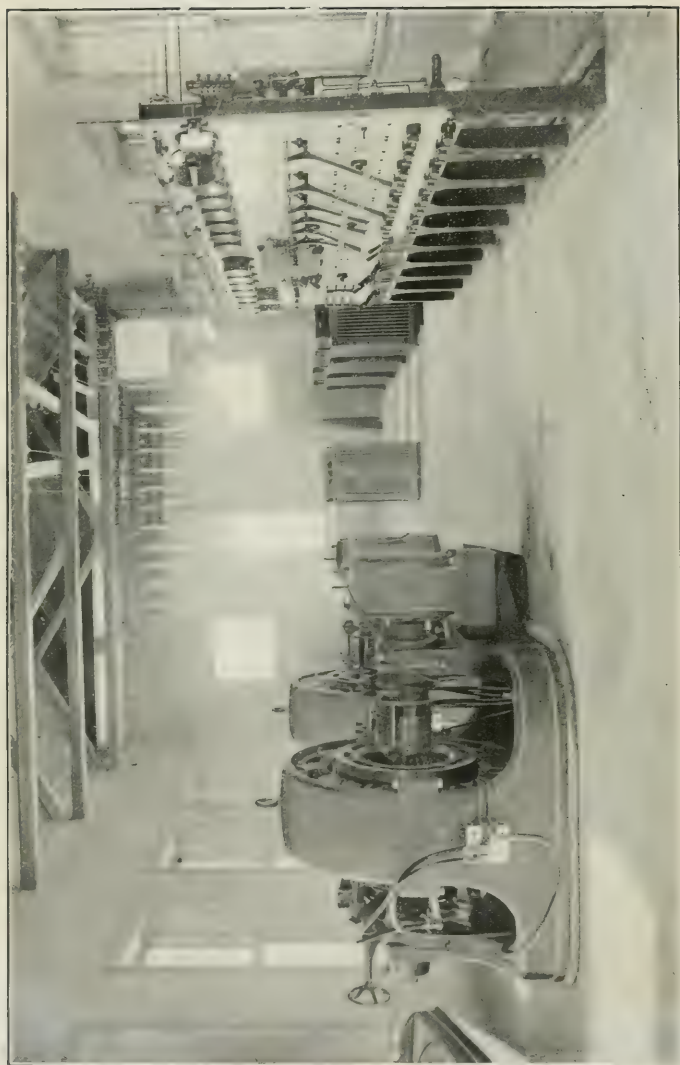


Westinghouse Generators at Power House, Petty Harbor.

to a tunnel that has been bored for 350 feet through a mountain of stone. At the opening of this tunnel, a steel tube, starting at a right angle, extends down a steep incline 185 feet to the power house. Down this tube the immense volume of water rushes with augmented momentum upon the water wheel. This is the embodiment of gigantic force, evolving hundreds of horse-power.

The present capacity of this power hydraulic plant is 1,600 horse-power, but the flume is sufficient for another plant of equal size in case of requirement. In transmission of the power to St. John's there is a loss of 20 per cent., which leaves an amount adequate to present demands. To supply this power reduces the level of the dam but six miles. Six wires are required to transmit the current from the Petty Harbor power house, seven and a quarter miles, to the sub-station at St. John's. From this sub-station adequate horse-power will be furnished to operate twenty street cars over seven miles of track, and the balance will be available for electric lighting and for operating motors for various mechanical and other purposes.

To the inhabitants of St. John's who, through all this long and dreary waste of years, have been dwelling upon the extreme outport of the continent, the diversion of this river from its idle pastime to practical ends — this final innovation — is an event of benign import. That, at last, upon the threshold of this great epoch, they should be transported to and fro by electricity, is a realization far greater than the dream of ages. It is meet that a people who have waited so long should enjoy the latest and the best fruits of all preceding research.



Interior Westinghouse Rotary Converters' Sub-Station, St. Johns.

CHAPTER XXIII.

BELL ISLAND.

The deposit of red hematite iron ore at Bell Island, Newfoundland, has brought this once obscure isle in Conception Bay into great prominence. The island has an area of about sixteen square miles, it being some eight miles long and two miles wide. The discovery of this deposit dates back but a few years, and was purely accidental. A fisherman picked up what he supposed to be a heavy stone as ballast for his boat. Upon his arrival at St. John's, it was discovered by a mining prospector, who investigated it, and soon became satisfied of its value. This led to the vast development which has followed.

The ore exists under conditions so peculiar and remarkable as to render it the most interesting deposit yet discovered. The ore bed is composed of regular blocks of red hematite of various dimensions, from four inches in length, two inches wide and two inches thick, to larger sizes. They are piled up, one above the other with singular regularity, the deposits averaging eight feet in thickness, and covering an area of many hundred acres.

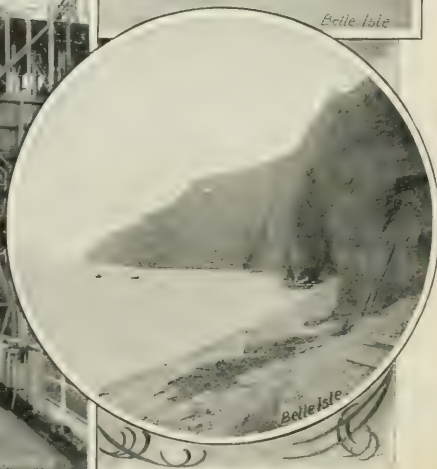
The Wabana mine, purchased by the Dominion Iron & Steel Company, extends over more than eight hundred acres, and is estimated to contain 28,000,000 tons of ore. This does not include the extensive areas still retained by the Nova Scotia Steel Company, nor does it include areas of the former extending under the sea. The Wabana mine is about two miles from the shore, from which a large pier extends. To this pier, which is supplied with pockets for holding it, the ore



Shipping Iron Ore



Little Isle



Belle Isle

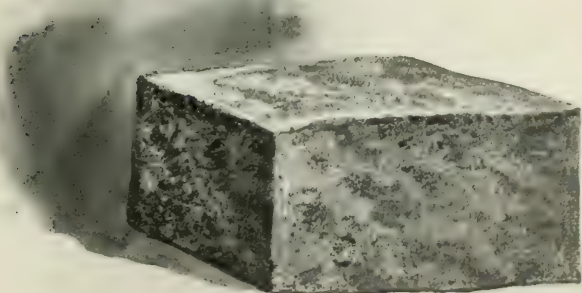
Bell Island.

is conveyed over two tramways in small cars, moved by an endless chain. The facilities for storing and loading the ore into vessels are so extensive and complete, that the largest ship can be loaded in a few hours.

The method of mining is simple, expeditious and cheap beyond precedent. Upon the removal of the layer of earth and rock, the ore bed is exposed. The blocks of ore are dislodged by charges of dynamite, and shovelled into the cars, the latter in turn conveying it to the pier.

At this early stage, any attempt to estimate the iron ore deposit of Bell Island would be a vague problem. It is evident that it is equal to the most exacting demands of both the Dominion Iron & Steel Company and the Nova Scotia Steel Company for indefinite coming years.

Until the discovery of this iron deposit, Bell Island was the site of small fishing villages safely ensconced in breaks in the



Cube of Iron Ore
Dominion Iron and Steel Co's Mine Bell Island, Nfld.



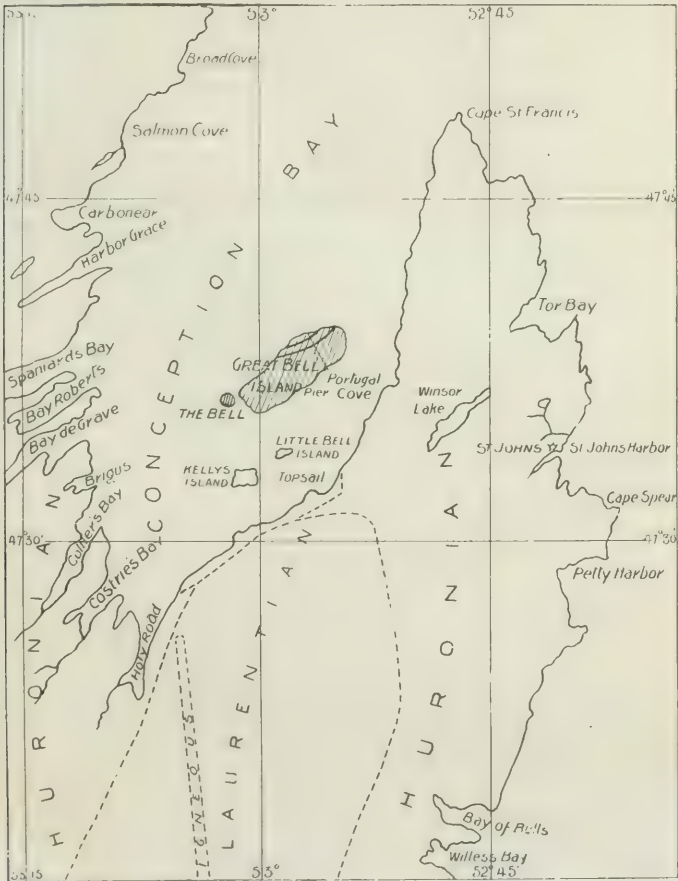
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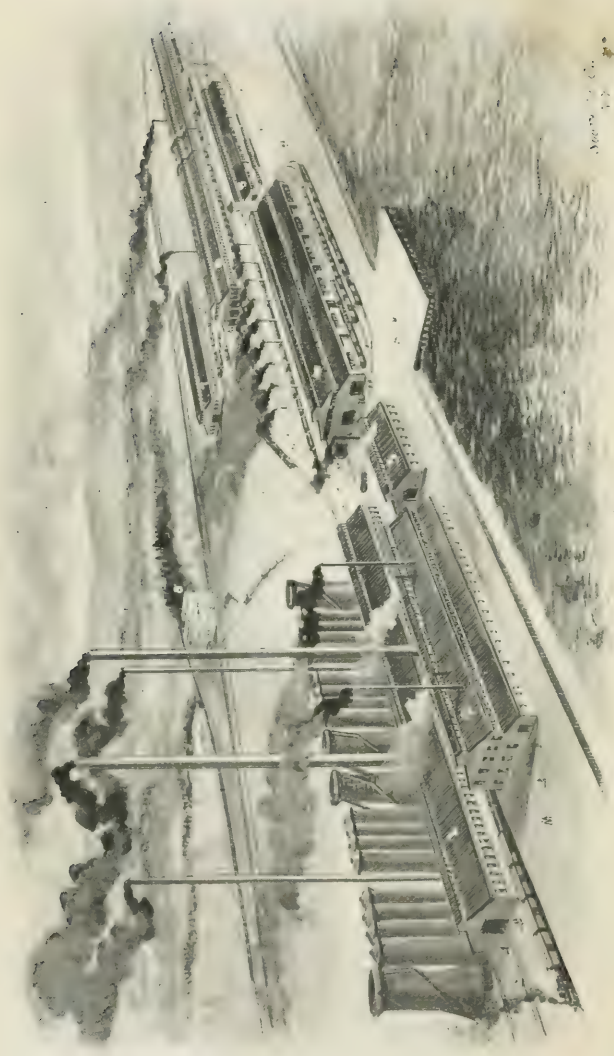
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bold cliffs of which the island is built. At points these cliffs are two or three hundred feet high. The island forms an imposing landmark, rising, as it does, boldly out of the surrounding waters, whose billows have for ages beaten its impassive walls of rock.





Plant of the Dominion Iron and Steel Company, Sydney, Cape Breton.

- | | | |
|---------------------------|-----------------------------|-------------------------------|
| 1. Boiler House. | 4. Electric Power House. | 7. Carpenter and Pattern Shop |
| 2. Engine and Pump House. | 5. Rolling Mill. | 8. Central Office |
| | 6. Machine Shop and Foundry | |

CHAPTER XXIV.

SYDNEY AND NORTH SYDNEY.

As Sydney and North Sydney are so closely allied by location and by mutual interests, they are appropriately considered together, and as both have intimate commercial relations with, and as Sydney draws her iron ore supply from Newfoundland, they properly have place in this book.

Both Sydney and North Sydney enjoy a natural situation rarely surpassed, whether considered in scenic, hygienic, industrial or commercial aspects. Both are on navigable water, with a harbor easy of access and egress at all tides, of large capacity and absolutely safety. It is not only long but its depth of water is great. There are two bars, one on each side of the harbor at some distance from its mouth, which insures protection from ocean storms. Vessels on passing out of the harbor enter at once the open sea at full speed.

North Sydney is the port of the S. S. "Bruce," which runs in connection with the Newfoundland Railway to St. John's, and here connection is made by Newfoundland passengers with the Inter-Colonial Railway, and with various vessels making this port.

The famous Bras d'Or lakes are immediately at the Sydneys, and are attractions which are growing in interest with increased facilities, and a better knowledge of their manifold beauties. Arriving and departing from these ports are many lake, coastal and foreign freight and passenger vessels, rendering the harbor the scene of great activity.

The Sydneys as the port of a direct and a fast trans-Atlantic service, have gained great prominence. Liverpool is but 2,300 miles distant, thus rendering it possible to reduce the time between London and Boston, and Montreal to from forty to sixty hours. As the great object of the present age is to save time, the advantages of this route must have due consideration.

The directness and the nearness of the Sydneys to the world's markets is a fact of the utmost economic significance. They are 2,200 miles nearer to Liverpool than is New Orleans. They are also 550 miles nearer Rio Janeiro and Buenos Ayers, and some 900 miles nearer Cape Town, South Africa. They are nearly 1,000 miles nearer Liverpool than is New York, and are nearer to San Francisco than any Gulf port of the United States.

The deposits of limestone, of iron ore, and the immense coal areas in the near vicinity of the Sydneys are the basis of an incalculable developement. The Sydney mines which have been successfully worked for generations, have by recent purchase, become the property of the Nova Scotia Steel Company. No limit has yet been found to this deposit.

The Dominion Coal Company whose mines are at Glace Bay, are at present producing 9,000 tons daily from four mines. During the autumn of 1900, they will have two more in operation, with a daily output of 7,000 tons, and by July 1, 1901, they will have another with a daily output of 4,000 tons, making in all 16,000 tons daily output. This coal is shipped from International Pier, Sydney, and from Louisburg by a railroad first-class in construction and equipment, extending forty miles from Sydney to Louisburg, and owned and operated by the Dominion Coal Company.

Should the Dominion Coal Company duplicate their daily product of 16,000 tons as above, and even treble it, the magni-



Hon. Walter Crowe, Mayor of Sydney, Cape Breton.

tude of these estimated deposits is such, that centuries would be required to exhaust them.

The cost of iron production at the Sydneys is so much less than its cost at other important centres, as to give them marked advantage. It is estimated to be \$5.47 per ton, or \$10.19 less than in England, \$9.83 less than in Germany, and \$4.10 less than in Pittsburg.

The plant of the Dominion Iron & Steel Company at Sydney, as shown in the accompanying illustration, has a capacity of 1,000 tons pig iron per day, with steel works for converting this product into steel by the open hearth process. The coke ovens number 400.

Nature defines human opportunity. The designation of Sydney by the Dominion Iron & Steel Company as the site of its vast works, is in line with that destiny which, at the inception of an enterprise determines the success of its issue. Cheapness of production is the primary condition. At Sydney, iron ore, coal and limestone exist in close contiguity. There is no place on the globe where their prime cost is so small, and where they can be brought together at a less figure.

Other large iron producing sections are far inland, and are subject to arbitrary and heavy freight charges, which become a perpetual and an intolerable tax. Sydney is situated on deep, navigable water, in most direct and short line with the world's markets. Water transportation solves and fixes forever the question of low freights. It is the natural highway of commerce, open to universal competition and defying all barriers. Herein is Sydney's supremacy. These are the impregnable basis which insure her prosperity and her greatness. As her industries flourish her commerce must prosper.

Sydney's industry does not end with the crude pig. This is to be converted into steel, and the steel is to be made into

plates, beams and rails, and into other ultimate forms. To save the labor and cost of handling weighty materials, by surpassing their most complete utilization at the source of supply, is to solve the problem of productive economics. Sydney is destined by nature and by the course of events to become a dominating factor in this great industry.

The place, the time and the men of action are meet. Sydney commands the situation. The marine fortress is nature's stronghold, and with adequate resources is impregnable in war as in the peaceful arts. The time is opportune. Never did human genius offer methods so ample and so perfect for creating a vast plant and for producing its output, and never was the demand for its product so great and so urgent, and never were men enlisted so fit to give scope and success to the undertaking.

The President of the Company, Mr. Henry M. Whitney, like his brother, W. C. Whitney, is a man of broad views, of large executive force and honorable record. Mr. Arthur J. Moxham, the Vice-President and General Manager, who has had long practical experience in the iron business, has a genius for large affairs. He has attained success, step by step, and occupies his present commanding position by force of inherent and acquired fitness. Sir William Van Horne and other members of the directorate are men to give character to the movement. The founding of the Dominion Iron and Steel Company at Sydney, at this time, fitly marks the opening of the new century.



Mr. Henry M. Whitney.
President Dominion Iron and Steel Company

EXTRACTS FROM TOURISTS' LETTERS.

MISS SPENCY BRANSCOMB FORDE in *Boston Traveller* :

Newfoundland in the summer-time, is a veritable paradise. The interior of the island, practically unvisited by man, is the home of the lordly caribou. The railway has opened up this wilderness and introduced it to countless thousands all over the world. * * * The Exploits Valley is a scene of wild beauty, foaming torrents, waterfalls and canyons; but the Humber Valley is a combination of the weird attractiveness that makes the Exploits so delightful, and has a clear, calm beauty that seems as though a peaceful spirit hovered over it. This is the bright, particular spot in all Newfoundland which nature has endowed with all the added charms of the myriad of beautiful spots in the island. A delightful water view is enjoyed and the distant peaks come grandly into view, sending their steep declivities down to the water's edge. The road-way runs through a country rich in natural beauty and the haunt of game, but more than all this, through a country teeming with untold wealth.

Special Correspondence, *Montreal Star* :

The Wabana iron mine, recently purchased by the Dominion Iron and Steel Company for a million dollars, is on Bell Island, in Conception Bay, Newfoundland, about 35 miles from St. John's. Experts pronounce it to be the most remarkable iron mine in the world, and even the ordinary tourist, who knows nothing about minerals, can appreciate its peculiar formation. The ore bed consists of small regular blocks of hematite, most of them about four inches long, two inches wide and two inches thick, but some of them considerably larger. These blocks are piled one upon another and close together, just as a child piles up wooden blocks, making a bed of ore of an average thickness of eight feet extending over $81\frac{1}{2}$ acres, which is estimated to contain 23,000,000 tons of available ore besides the areas under the sea which will be referred to later on. The ore crops up at the surface and mining in the ordinary sense is not required. It is only necessary to shake the blocks of ore apart and they can be shovelled into cars without trouble. Indeed, as each of the little blocks of ore appears to be separate from the others, although they are piled very close together, it would probably be possible to pick them from the bed by hand, but this would be a tedious and expensive process, and in order to loosen large quantities at once dynamite is used.

Correspondence *Catholic Record*, Ontario :

Canadians should see for themselves the many advantages possessed by this too long unknown island, as a sporting ground and a place of unrivalled scenery, both coastal and inland. In fact the great bays along the sea front, guarded by towering headlands, and sheltering so many creeks and harbours give such a series of picturesque contrasts as to make them almost unique.

But among the many pleasant spots of resort all over the island, none outside of St. John's is more sought than Placentia, the ancient capital of the colony. By reason of its rare natural beauty of scenery, its sea arms stretching miles inland, and its environment of lofty hills, Placentia was well named the "Killarney of Newfoundland."

MR. O. A. CLOUGH in *Montreal Herald*:

The industrial possibilities of Newfoundland, at the present time, are an intensely interesting theme. The railway has opened them to the world. They consist in forests of pine, spruce, fir and birch, suitable for lumber and wood-pulp, and for all the various purposes for which wood is required: in lands for farming, upon which oats, hay, potatoes, vegetables and stock can be raised; in quarries of stone, slate and marble, and in mines of coal, iron, copper and of various other minerals. These are a part of the treasures which the railway will aid in developing. There is game in the woods and fish in the lakes and streams.

The scenic attractions of Newfoundland are great in diversity and in beauty. The rock beating back the sea, which subsides in the calm of the bay; the clear waters flowing over the rocky beds; the placid internal lakes fed by living springs; the sparkling water-falls; the high cliffs towering above the sea; the mountain ranges clothed in living green; the deep secluded glens and the still forests—these are the varied pictures which nature offers in endless charming aspects to those who will behold them. The summer climate of Newfoundland is delightful.

COL. A. B. BLAIR, West Hoboken, N. J., in *The Truth*:

We were perfectly delighted with our deer-stalking trip; had all the shooting we wished for, and met in and about St. John's a very genial, hospitable and intelligent class of persons, who did much to make our stay a pleasant one in all respects.

An Anonymous writer on Newfoundland:

Through the opening of the transinsular railway, tourists can travel all rail from New York and Boston and elsewhere to St. John's, with the exception of a ninety-three mile break between North Sydney, Cape Breton, and Port-aux-Basques, Newfoundland. This gap which is really a very interesting variation of the journey, is covered by the fast and commodious steamship "Bruce," also maintained by the Newfoundland Railway System, in about six hours.

It is not predicting too much to say that Newfoundland, now that it has fallen into line with other portions of the continent, in the matter of transportation facilities, is destined, in the near future, to have a veritable boom, both industrially and in regular summer travel. It will be yet another link in the chain of maritime resorts, beginning with New York and ending with Labrador.

The summer climate of Newfoundland is superb, and the ruggedness of its coast has led to it being named the "American Norway." The summer temperature is equable, the days being mild and the nights cool and bracing. Altogether, Newfoundland may be set down as one of the finest health resorts in the country.

Every winter, artists and sportsmen who have visited Newfoundland have returned enthusiastic over the manifold attractions of the place.

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